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## American Railroad Journal.

New York, Saturday, November 26, 1864.

### New School of Mines.

A school of mines has been organized in this city by a portion of the faculty of Columbia College. This school is to be in connection with the college, but is to have distinct branches of studies for its students, apart from the regular college course. It will give scientific instruction in regard to minerals and the art of working mines, and will have various learned professors to preside over its several classes. Three years will constitute the period of study. The course of instruction adopted for the government of the school, is as follows:

First year—Descriptive Geometry and Graphics, General Chemistry, Rational Mechanics and Mining, Surveying, Mathematics, Analytical Geometry, Differential and Integral Calculus.

Second year—Mineralogy and Metallurgy, Mining Engineering, Analytical Chemistry, Botany and Geology.

The third year will be devoted to the comple-

tion of these studies, and during the recesses the students will visit, with one of the professors, the different machine shops and metallurgical establishments of the city and its environs, and will be required to write a report, which will be counted as equal to two weekly examinations in the account of their standing.

The degree of Mining Engineer and Bachelor of Philosophy will be conferred on those students who pass satisfactory examinations on either of the complete courses. Certificates of proficiency will be given to those who pass satisfactory examinations in any one branch. A special examination will be held for candidates for the degree of Doctor of Philosophy.

### Wealth and Resources of Michigan.

The recent developments of the resources of Michigan has turned public attention to its probable future, and capitalists are already operating in various sections of the State with large confidence in enormous profits. Its people by authority of Congress while in a territorial condition, formed for themselves a State constitution in 1835, and were formally admitted into the Union in 1838. It is geographically speaking, peninsular in form, and contains an area of 56,243 square miles, or 35,995,520 acres, capable of sustaining a very large population. This in 1810 was 4,702, and in 1860 749,118. It contains 11 cities and as many villages. Detroit the chief of the former contained according to the last census 45,619 inhabitants. Grand rapids had 8,058, the remaining nine varied from 3,000 as the Sault St. Marie, to 6,213 as Adrian, so that 116,000 people are residents of its cities and towns, or more than one-seventh of its whole population.

The quantity of improved land was 3,419,861 acres, and of unimproved 3,511,581 acres. The value of the farms was returned by the assessors at \$163,279,087, and of the implements used upon them \$5,855,642.

The live stock consisted of 158,168 horses, 359 mules and asses, 200,635 milch cows, 65,949 working oxen, 267,683 other cattle, 1,465,477 sheep, in all of the value of \$23,220,025.

The animal products were as follows: Butter 14,650,348 lbs., cheese 2,009,064 lbs., wool 4,062,858 lbs.; the value of animals slaughtered was

\$4,080,720, of wax and honey the product was 770,782 lbs.

The cereal crops were: 8,318,185 bushels of wheat, 494,127 of rye, 12,151,110 of Indian corn, 4,073,098 of oats, 305,914 of barley, 600,485 of buckwheat.

The tobacco crop amounted to 120,621 lbs., of hops there were raised 61,704 lbs., and of flax 3,359 lbs.

The miscellaneous crops were:

Peas and beans, bushels.....	182,195
Irish potatoes ".....	5,264,733
Sweet ".....	36,285
Wine, gallons.....	13,733
Hay, tons.....	756,908
Clover seed, bushels.....	49,480
Grass seed ".....	6,555
Flax seed ".....	223
Maple sugar, lbs.....	2,989,018
Maple molasses, gallons.....	384,521
Sorghum, gallons.....	266,500
Silk cocoons, lbs.....	1,043

The orchard products were of the value of \$1,137,678; those of market gardens \$145,048, and of home made manufactures \$143,184.

There were 2530 manufacturing establishments with a capital of \$24,000,000, using \$19,000,000 annually of raw material, employing upwards of 24,000 operators, and turning out fabrics of the value of \$35,200,000.

The value of the principal articles of production was as follows:

Flour and meal.....	\$8,663,288
Lumber.....	7,038,427
Copper ore (6,283 tons).....	2,292,186
Boots and shoes.....	868,315
Leather.....	574,172
Furniture.....	450,028
Agricultural implements.....	412,192
Iron castings.....	383,002
Steam engines.....	309,082
Malt liquors (57,671 bbls.).....	354,758
Spirits (251,320 gallons).....	75,704
Pig iron (10,400 tons).....	291,400
White fish.....	250,467
Printing.....	209,729
Woollen goods.....	174,398
Soap and candles.....	108,478

The total value of the domestic exports was \$3,826,982, and of \$976,179.

The American tonnage cleared was 187,142 tons, and foreign 249,709, and entered, American 172,114, and foreign 32,505.

The products of the copper mines in 1845 were

of the value of \$390, and in 1860 \$2,520,000. The shipping owned in the State was of the burthen, of sailing vessels, 40,241 tons, and steamers 31,558. The vessels built in Michigan in 1860 consisted of 1 ship, 6 brigs, 6 schooners, 8 sloops, 8 steamers, in all about 3,000 tons.

There are very few banks in the State, in 1860 only two.

The railways are 8 in number, of 800 miles in total length, and constructed at a cost of \$31,012,399. The longest line is the Detroit and Milwaukee 180 miles long. There is but one canal in Michigan, that around the falls of Sault St. Mary, only one mile in length, yet one of the wonders of the United States. There are but two locks; these are of solid masonry, walls 25 feet high and 10 feet thick at the base. The canal is excavated in rock, is 100 feet wide and 12 feet deep. This connects Lake Superior with the lower lakes, and gives transportation to the great mineral products of that region.

The debt of the State in 1861 was \$1,202,686, and until the war broke out the taxes were in process of being diminished.

Recently the manufacture of salt has been carried on at an enormous rate in the Saginaw Valley, and the product is rapidly increasing. It is also asserted that good coal has been discovered in large quantities, and is already profitably worked.

There is no doubt that Michigan is one of the most fertile and promising of the Northwestern States, and must soon take a high industrial and commercial position.

#### The Adirondac Company.

The Adirondac Company, 13 William street, New York, will receive proposals until the 30th inst., for \$1,000,000 7 per cent. mortgage construction bonds. This is a manufacturing, land and railroad company combined. It owns 650,000 acres forest lands in the State of New York, with pine and spruce and hemlock upon it to any amount. The mineral products of the company's lands are of indisputable value. They embrace the entire Adirondac iron ore beds, extending over 100,000 acres, together with the furnaces, mills, and other works erected by former proprietors.

The iron ores of the Adirondac all belong to the magnetic oxide, and the three principal veins yield ores which, subjected to analysis, gives from 75 to 80 per cent. of pure metal. In toughness and strength this iron equals the best products of the Swedish ores. It has always commanded prices higher than those paid for imported iron.

To complete the construction of the railroad upon which has been already expended \$1,500,000 it is proposed to issue three millions of construction bonds, bearing interest at 7 per cent. secured by a mortgage on the lands, railroad, and equipments of the company. The capital stock of the company is five millions, of which \$3,000,000 have been issued.

The road starts from Saratoga, and is now under good way for some thirty miles. It is to extend to Ogdensburg, or a seaport on Lake Ontario.—*N. Y. Express.*

Regular trains have commenced running on the Ottawa and Prescott Railway; two trains daily each way.

#### Interest on the Public Debt.

The Assistant Treasurers of the United States in New York, Philadelphia, Boston, etc., are now paying the coupons of the public debt falling due January 1, 1865. The interest on the registered bonds cannot be paid until the books of the Treasury are settled and schedules prepared, which probably will not be before the day named for their payment, January 1, 1865. The interest falling due at that date is as follows:

	Principal.	Interest.
Loan of 1867, 6s.....	\$9,415,250	\$282,457
Loan of 1868, 6s.....	8,908,342	267,250
Loan of 1874, 5s.....	20,000,000	500,000
Loan of 1871, 5s.....	7,022,000	175,550
Loan of 1881, 6s.....	268,392,800	8,051,784
Loan Oregon 6s.....	1,016,000	30,480
Loan Texas 5s.....	2,052,000	51,300

Total ..... \$316,806,392 \$9,358,821

The principal of the last named 5 per cent. loan will also be paid off in January, so far as the bonds presented for redemption are found to have been regularly and rightfully assigned by the State of Texas. The principal of the following loans of the United States will fall due in the course of the present and second term of the present Administration, and the Government is pledged to their payment, in gold, at maturity:

Loan of Jan. 28, 1847, due Dec. 31, 1867. \$9,415,250  
Loan of March 31, '49, due July 1, 1868. 8,908,342

Total ..... \$18,323,592

#### People's Gold and Silver Mining Company.

The People's Gold and Silver Mining Company is situated in Amador Co., California.

The President writes that the company have met with the most extraordinary luck, having struck the great or mother vein in their gold ledge nine feet thick, for which hundreds of miners, have been searching without success. The ore is very rich; on the 30th Sept. last, 200 tons had been taken out. The company have built a fine road to the mine two miles long, have a mill and other necessary machinery, with an abundance of wood and a plentiful supply of water at the mine. The oldest miners in California say, that the company's mine bids fair to surpass the richest mines on the Pacific. The President says that the Secretary, Samuel Nowell, Esq., who resides at the mine and superintends the works, is indefatigable in his exertions, working with the strictest economy and accomplishing wonders in comparison to the amount expended.

The office of the company in this city is at No. 8 Pine street.

#### The Reading Railroad Dividend.

The Pottsville *Miner's Journal* of 19th inst., says: "Reading Railroad stock is pushed up on the supposition that a large dividend in stock will be declared next month. Stock dividends only add to the increased liabilities of corporations, and is a very questionable policy when future permanency is taken into consideration. We know that Mr. McCalmont was decidedly opposed to this company declaring a large dividend (beyond 7 or 8 per cent.) a year ago, and unless he has changed his views since then, those who are operating on a heavy stock dividend may be disappointed. His policy was to declare moderate dividends, and use the surplus for building up the road and placing it in the most permanent condition—and besides, high dividends always invite

more competition. This would seem to be the most prudent policy."

#### Railroad Earnings--Weekly.

The earnings of the Cleveland and Toledo Railroad for the 2d week in Nov. were .... \$37,944 00  
Corresponding week of previous year.. 31,714 00

Increase ..... \$6,230 00

The earnings of the Toledo and Wabash Railroad Company for the second week of November 1864, were ..... \$43,255 00  
Corresponding week of previous year. 34,292 00

Increase ..... \$8,963 00

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the second week of November:

	1863.	1864.
Passengers.....	\$25,227 88	\$43,774 76
Freight.....	74,676 52	98,905 69
Express.....	998 39	1,433 66
Mail.....	1,286 12	1,405 62

Total ..... \$102,188 91 145,519 73

Increase 42-40 per cent. .... \$43,330 82  
From June 1 to November 14, 1864, (5 months and 2 weeks) the earnings were \$3,254,473, against \$2,172,558 in 1865—an increase of \$1,081,918—or 50 per cent.

The earnings of the Michigan Central Railroad for the 2d week in Nov., 1864, were .... \$88,659 88  
Corresponding week of previous year.. 82,855 94

Increase ..... \$5,803 94

The earnings of the Chicago and Alton Railroad Company for the week ending Nov. 15, were:

	1864.	1863.
Passengers.....	\$24,076 88	\$12,174 79
Freight.....	46,452 69	28,371 80
Sundries.....	1,415 70	1,897 24

Total ..... \$71,944 72 \$42,443 33

Increase 1864 ..... \$29,501 39  
The traffic of the Great Western Railroad for the week ending Nov. 11, 1864, was as follows:

Passengers.....	\$24,788 46
Freight and live stock.....	25,520 59
Mails and sundries.....	1,704 01

Total ..... \$52,013 06  
Corresponding week of 1863 ..... 61,276 97

Decrease..... \$9,263 91

The earnings of the Marietta and Cincinnati Railroad for the 2d week in November:

	1864.	1863.
Passengers.....	\$9,407 24	\$4,244 05
Freight.....	10,650 30	13,063 70
Mail, express & telegraph.....	1,084 48	872 00

Total ..... \$21,142 02 \$18,179 75

Total this month to date. \$41,984 26 \$36,918 02

Total since Jan. 1..... \$869,984 36 \$601,516 48

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 14, 1864, were:

	1864.	1863.
Passengers.....	\$2,743 73	\$1,879 31
Freight.....	9,480 39	7,755 71
Express.....	104 16	75 00
Mails.....	296 58	296 58

Total ..... \$12,624 86 \$10,006 60

Receipts from January 1st to Nov. 14:

1864 ..... \$512,234 47  
1863 ..... 356,908 52

Increase..... \$155,325 95



The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of November, 1864, were.....\$93,211 00  
Corresponding week of previous year.. 74,533 00

Increase.....\$18,678 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in November, 1864, were.....\$66,385 00  
Corresponding week of previous year.. 48,174 00

Increase.....\$18,211 00

#### Iron Mines of Northern New York.

Among the notable mining enterprises of the day but little mention has been made, as yet, of the extensive iron deposits which pervade the Southern borders of St. Lawrence County, N. Y. The whole area of what is called the wilderness of Northern New York, of which the South Corner of this county forms a part, is known to be intersected by two or three vast ranges of magnetic iron. So far the development of these veins has been confined to the region bordering about Lake Champlain, where, from Port Hudson to Plattsburgh, an immense business has grown up, both in the raising of ore for distribution all over the country, and the manufacture of malleable and pig-iron.

The great dependence in manufacturing the ore hitherto has been upon the forests which formerly skirted the whole Western border of the lake. But such has been the demand for charcoal to feed the numerous and increasing fires which have been started there in the gradual development of this important business, that the forests have retreated so far back as to increase the cost of the fuel upon which the iron works depend, and it is a well settled principle that the highest grades of iron, namely, those requiring the greatest tenacity, can only be made in charcoal fires. There is undoubtedly wood enough left for present uses of the works near the lake, but the added cost, both in transportation and waste, of charcoal, makes even a small difference a very important item on the cost of a ton of iron.

The most westerly of the iron ranges before alluded to in St. Lawrence County, may be termed the Clifton or Parish range. Southerly on the same vein the Clifton Iron Company have lately commenced operations. This range is about forty miles from the St. Lawrence river, and in its course appears to follow very nearly the stratification of that river. The next range easterly about 8 miles may be called the Harewood or Chaumont range, a portion of which intersecting the town of Chaumont, was examined by Prof. Emmons several years since, and favorably noticed by him in his work upon the Geology of Northern New York. There is still another great range easterly called the Oakham range, from the mountainous character of the deposit in the town of that name. These ranges have a curve nearly northeast and southwest, and lie in approximately equal distances apart.

Over the whole of this extensive region the woods are in almost their primeval state, and the country in addition to these elements of wealth, possesses unlimited water power. The attention of capitalists has been directed to this new field of mining enterprise for some time, and the Harewood Iron and Mining Company having acquired extensive grants on one of these large veins, is preparing for active operations at once.

The valuation of Fall River is \$11,057,645; appropriations, \$135,971 23; rate of taxation \$18 per thousand. The Fall River Iron Works pays a tax of \$15,390.

#### Working Railways by Stationary Engines.

The plan of working railways by fixed engines and pipes has long been employed, the ropes being attached to the car. An improvement upon this plan, which has been proposed, is, with the ordinary construction and gauge of railway, to place in the intermediate space between a double line of rails, a series of double-grooved sheaves, fixed in spindles or axles, which pass across under the rails, extending a little over the centre of each line. A plain wheel or roller is fixed upon each end of these axles, by which the motion is communicated to the train from a stationary engine or engines, placed at a convenient point of the line, by means of an endless rope or wire, passing alternately over and under the grooved sheaves to the extremity of a section of the line, where it is taken round a large loop sheave and returned to the engine—now passing over each sheave which it before passed under, and vice versa, the double groove providing for the rope crossing itself without contact. Having traversed twice along the line of sheaves, the rope goes again on to the large winding sheave of the engine, on which a sufficient number of turns are taken to insure the requisite friction.

#### Columbus and Indianapolis Central R. W.

The reorganized Piqua and Columbus road—after foreclosure of old mortgages—has been consolidated with the Indiana Central road, and a direct line of 186 miles made between Columbus and Indianapolis; the new corporation retaining the branch of 20½ miles to Union on the State line, the original western terminus of the Piqua road. The original mortgages \$1,800,000 of the Indiana Central road, are assured, and will be paid off at or before maturity, and after all improvements to the consolidated line, the

Funded debt will be.....\$4,000,000

Capital stock.....1,500,000

Together.....\$5,500,000

Present traffic per year.....1,078,000

—which business looks to a prospective improvement, now that the line is straightened and properly equipped. Mr. B. E. Smith, of the banking house of Bartlett & Smith, of Columbus, is the President of the new corporation, known as the Columbus and Indianapolis Central Railway Company.

#### Valuation of Philadelphia.

The following statement of the value of Real and Personal property for 1865, has just been made out from the returns made by the Assessors to the City Commissioners:

Real estate.....	\$155,980,917
Furniture.....	2,418,735
Horses and cows.....	533,015
Carriages.....	187,261
Personal.....	110,560

Total.....\$159,230,488

The assessed value of real estate in 1864, was \$153,668,368, being \$3,312,549, less than the assessed value for the next year. The rate of taxes for 1865 will be based upon the above statement.

The State banks of Vermont present the following aggregate:—Capital, \$3,834,900; decrease from last year, \$81,010; circulation, \$6,046,134—increase, \$630,505; loans, \$22,055,593—increase, \$2,883,046; dividends, \$403,324—increase, \$125,219—mostly made out of rise in Government securities and the interest thereon; taxes to United States Government, \$98,761; surplus on hand, half a million.

#### The Iron Interests of the United States.

It will be remembered that on the 19th of October an important meeting of the railroad iron manufacturers of the United States was held in this city, at which valuable statistics were presented, showing among other things, that the estimated capacity of railroad iron mills of this country for 1864 equals the estimated annual consumption of such iron. The meeting also considered the plan of uniting the iron interests of the country, and adjourned to meet on the 16th of this month, in the meantime inviting all iron producers to co-operate in an effort to enlighten the Government upon the legislation needed to protect at all times the great iron interests of the United States.

The meeting convened at the appointed time at the Board of Trade Rooms. There was a large attendance of the iron men of the country, particularly those of Western Pennsylvania.

After the reading of several reports from committees, one of which embodied a memorial to Congress, the meeting proceeded to revive the old American Iron Association, which, though not entirely dead in organization, has yet been wholly inactive for six or eight years. It was resolved to reorganize under the name of "The American Iron and Steel Association." This association, now brought into a live condition, and composed of the most active and influential concerns in the iron interest, bids fair to bring about a more satisfactory conclusion in reference to the settlement of our home policy than ever, and we shall look with interest for the result of their efforts.—*Philadelphia News*.

#### Milwaukee Grain Elevator.

The work on the great elevator of the Milwaukee and St. Paul Railway is going forward with rapid strides. The tall chimney for the engine house is already completed. It is octagonal in shape, and 135 feet high, being the highest chimney in the city. The foundation of this immense structure is laid upon one hundred piles driven well into the substratum of the Menomonee. About 100,000 bricks were used in its construction.

The work on the elevator has reached the bottom of the bins, and is going up to what might be termed the third story. The foundation for the immense engine and boiler that is to drive the machinery, is already laid. The river dock is built, and the work on the grounds well advanced. It is certain that the work will be completed in time to make shipments on the opening of navigation in the Spring. When completed this will be the largest shipping grain warehouse in the world.

#### The Western Extension Survey.

Mr. George Burpee has completed his survey of the route for the extension of the Railway Westward to the American frontier. The country through which the last fifteen miles is located is not so good as along other portions of the route. The surveyed line strikes to the St. Croix River at a place between what is styled Tobiguzzle and McAdam Brook. The line runs almost directly west after leaving the Oromocio River. Mr. Burpee seems to be quite sanguine that a first-class road can be constructed and equipped for even less than \$28,000 a mile. Mr. B. will immediately proceed with the survey of a route for the branch line from the main trunk to Fredericton.—*St. John News*.

Mr. S. C. Baldwin, having resigned his position as Superintendent of the Chicago and Milwaukee Railroad, has accepted the position of Superintendent and General Manager of the Peninsula Railroad from Bay de Noquette, to Marquette, on Lake Superior. This road is now in operation a distance of 60 miles, and will be running soon the whole distance of 93 miles.

**Bridges Destroyed on Pacific (Mo.) R. R.**

The following list of Bridges destroyed on the Pacific Railroad during the recent raid of the rebels is from the *St. Louis Republican*:

The four structures between Washington and Herman, namely, at Boeuf Creek, Big Berger, Little Berger, and Herman Creek are burned.

Between Herman and Jefferson City the Cole Creek, Gasconade, Bailey Creek, Osage and Moreau bridges are destroyed. These were all burned by the rebels except the Moreau bridge, which was fired through necessity by Col. Phillips, of the Seventh Missouri Cavalry. These works being heavy and expensive, many weeks must elapse before the road can again be open to Jefferson City.

West of Jefferson City, the small bridge over Grey's Creek, at Scott Station, and the one over the Lamine, at Otterville, are likewise burned.

Information has also reached the Pacific Railroad office of the burning of the large bridge over Big Blue and Rock Creek, both of which are between Kansas City and Independence.

The last-named bridge was but recently constructed, and a locomotive and railroad iron had been shipped to Kansas City by river with a view of pushing the work from the west end as well as from Warrensburg to Westward.

On the Southwest Branch the bridge over Buck Creek and the bridges over the first and second crossings of the Meramec are destroyed.

The whole amount of bridging burned on the main line is 3,402 lineal feet, and on the Southwest branch 1,020 feet, making nearly one mile in all. Depots and station houses were burned at Franklin, Grey's Summit, South Point, Washington, Miller's Landing, Herman, Osage, Lookout, California and Smithland, on the main line; and on the Southwest Branch at Moselle, St. Clair, Stanton, Sullivan, Bourbon and Cuba.

A water station and engine house and machine shop were burned at Franklin, and water stations with pumping engines at Washington, Miller's Landing, Herman, Osage, Scott, California and Lamine, on the main line; and at Moselle and Sullivan on the Southwest Branch. About forty-three freight cars were burned, and very considerable damage done to two locomotives.

**Liability of Carriers.--Merchandise and Personal Luggage.--Notice.**

The late case of Cabill against The London and North Western Railway Company, was an action brought against the defendant for the loss of baggage in the way of a box containing merchandize, which the plaintiff had carried with him as a passenger by the defendant's railway.

The following were the facts of the case: By their act of parliament, 9 and 10 Vict. C. CCIV. § 66, and their published notice, the London and North Western Railway Company were bound and professed to allow each passenger to take with him his ordinary luggage, not exceeding certain weights according to class, without any charge for the carriage.

The plaintiff, a passenger by the defendant's railway, who was stated in a special case to have had no knowledge of the act of parliament or the notice, brought with him as luggage a box containing only merchandize, but not exceeding in weight the limit prescribed for personal luggage.

On the box was painted in large letters the word "Glass."

No information was given by the plaintiff to the company's servants nor was any inquiry made by them, as to the contents of the box.

In an action against the company for the loss of the box, and its contents, the Court of Common Pleas held, that, inasmuch as the box contained merchandize only, and not personal luggage, there

was no contract, on the part of the company to carry it, and that consequently they were not liable for the loss. (vide 10 Common Bench Rep. N. S. p. 154.)

The plaintiff thereupon brought a writ of error, which was argued in the Exchequer Chamber before Cockburn, C. J., Pollock, C. B., Wightman, J., Crompton, J., Channell; B., and Wilde, B.

It was urged for the plaintiff in error, as was urged in the court below, that, as the company chose to receive the package as ordinary luggage, and there was no misrepresentation on the part of the plaintiff, they were responsible for the loss.

COCKBURN, C. J. I am of opinion that the judgment of the Court of Common Pleas ought to be affirmed.

If a railway company, who by their act of parliament are bound or by their regulations profess to carry personal luggage, choose to take as ordinary luggage that which they know to be merchandize, I quite agree that it is not competent to them, in the event of a loss, to claim exemption from liability on the ground that the article consists of merchandize, and not of ordinary luggage. But, on the other hand if a passenger who knows or ought to know that he is only entitled to have his ordinary personal luggage carried free of charge chooses to carry with him merchandize, for which the company are entitled to make a charge, he cannot claim to be compensated in respect of any loss or injury by the company, to whom he has abstained from giving notice of the contents. In such a case he carries it at his own risk.

The question, therefore, comes to this, was there knowledge on the part of the company that the box which the plaintiff was carrying with him as luggage in fact contained merchandize? That which was said by Parke, B. in *The Great Northern Railway Company, app., Sheppard, resp. 8 Ecch. 30.* "If the plaintiff had carried these articles exposed, or had packed them in the shape of merchandize, so that the company might have known what they were, and they had chosen to treat them as personal luggage, and carry them without demanding any extra remuneration, they would have been responsible for the loss," is in perfect conformity with the view which we now take of the question.

Can we, from the facts stated in the special case, come to the conclusion that there was knowledge on the part of the company, by their servants, that this box contained merchandize? I must confess I do not see my way to that conclusion.

It is true that the package bore the semblance of a package of merchandize, and it was marked "Glass."

But many packages which do not contain merchandize are so marked in order to secure their being handled with more than ordinary caution.

It is not found in the case that the company or their servants had any knowledge on the subject, nor do I think we can assume it as a legitimate conclusion from the facts as stated.

The rest of the court concurring.

Judgment affirmed.

A new track is to be built on Winnisimmet Square, Chelsea, to facilitate the travel of a dummy engine to be used on the Lynn and Boston Railroad.

**Petroleum Companies.**

COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.
Acme .....	10,000	20	....
Adamantine .....	50,000	10	2.00
Etina .....	50,000	10	2.00
Alcorn .....	50,000	10	....
Alleghewi .....	100,000	10	....
Alleghany and Pittsburg ..	50,000	10	10.00
Alleghany River .....	75,000	1	....
Alleghany & Walnut Bend ..	50,000	5	1.00
American .....	50,000	10	....
American Oil and Mining .. N. Y.	50,000	10	3.00
American Petroleum .....	5,000	100	....
Ardesco .....	....	....	....
Artesian .....	25,000	10	2.50
Astor Burning Spring .....	100,000	20	....
Atlantic .....	30,000	10	....
Atlas .....	200,000	5	2.50
Baltimore County .....	20,000	5	....
Banner .....	65,000	2	....
Beacon .....	50,000	10	1.00
Beckman .....	100,000	10	....
Bergen Coal and Oil .....	200,000	10	....
Big Tank .....	100,000	5	1.00
Bleakley .....	50,000	10	2.00
Blood Farm .....	....	....	....
Blood Farm .....	50,000	100	....
Brevoort .....	....	....	....
Briggs .....	50,000	10	2.00
Brilliant .....	250,000	10	....
Brilliant .....	50,000	50	....
Briscoe .....	....	....	....
Bruner Oil and Mining .....	100,000	5	1.00
Buchanan Farm .....	400,000	10	....
Buchanan Oil & Rectifying ..	40,000	5	....
Bull Creek .....	100,000	10	10.00
Burning Spring .....	100,000	10	....
Central Burning Spring .....	100,000	3	....
Caldwell .....	200,000	10	....
Central .....	50,000	100	....
Central Coal and Oil .....	20,000	10	....
Cherry Run .....	20,000	10	....
Cherry Run .....	10,000	10	....
Cherry Run Central .....	50,000	5	....
Cherry Run Petroleum .....	50,000	2	2.00
Clemons .....	75,000	5	1.00
Cleveland Cherry Valley .....	20,000	10	....
Clifton .....	50,000	10	....
Clinton .....	50,000	10	....
Columbia .....	50,000	50	....
Commercial .....	50,000	10	....
Commercial .....	50,000	100	....
Commonwealth .....	100,000	10	....
Consolidated .....	100,000	10	....
Consolidated .....	60,000	10	....
Continental .....	50,000	10	1.11
Cornplanter .....	100,000	10	3.75
Cow Creek & Stillwell Run ..	100,000	5	....
Culbertson's Run .....	30,000	5	....
Curtin .....	50,000	10	0.92
Dalzell .....	200,000	10	3.50
Dark Hollow .....	50,000	10	....
Decatur .....	40,000	10	2.00
Densmore .....	50,000	10	5.00
Diamond .....	50,000	10	....
Duck Creek .....	....	....	....
Duffield Lubricating .....	100,000	10	2.00
Dun kard .....	100,000	5	1.00
Eagle Rock .....	50,000	10	3.33
East Oil Creek .....	100,000	5	....
Egbert .....	100,000	5	3.00
El Dorado .....	200,000	5	2.00
Empire and Oil City .....	50,000	10	....
Enterprise .....	10,000	10	....
Eureka .....	50,000	10	1.50
Eureka, W. Va. ....	100,000	10	....
Excelsior .....	100,000	5	1.00
Excelsior .....	100,000	5	....
Farel .....	50,000	10	2.50
Fayette .....	....	....	....
Federal .....	60,000	8	....
Feeder Dam .....	....	....	....
Fleming and Blood Farm ..	25,000	4	4.00
Fleming and Blood Farm ..	25,000	4	4.00
Florence .....	25,000	10	2.00
Flowing .....	1,000	50	....
Fountain .....	50,000	10	2.00
Franklin Lubricating .....	50,000	10	2.00
Franklin and Oil City .....	100,000	1	1.00
French Creek Lubricating ..	30,000	15	10.00
Fuller Farm .....	25,000	10	....
Germania .....	100,000	2	....



Germania.....N. Y.	600,000	5	.....	Oceanic.....N. Y.	200,000	10	.....	Vance Stewart....."	60,000	5	3.00
Gilfillan.....Phila.	62,500	8	.....	Ohio....."	100,000	10	.....	Venango....."	25,000	20	1.00
Girard....."	10,000	10	5.00	Ohio Petroleum.....Phila.	100,000	5	.....	Venango Central.....Pbg.	75,000	1	.....
Globe....."	30,000	10	2.00	Ohio River.....N. Y.	100,000	5	.....	Venango.....N. Y.	40,000	10	.....
Good Intent.....Pbg.	.....	.....	.....	Ohio Valley.....Pbg.	60,000	15	.....	Vesta Petroleum & Refining....."	5,000	100	.....
Great Basin.....Phila.	70,000	5	.....	Ohio and Virginia.....N. Y.	.....	.....	.....	Virginia....."	50,000	10	.....
Great Basin.....N. Y.	.....	.....	.....	Oil Basin Petroleum.....Phila.	50,000	10	10.00	Virginia and Ohio....."	100,000	10	5.00
Great Eastern....."	300,000	10	.....	Oil Burning Springs....."	100,000	10	5.00	Wallace.....Phila.	15,000	10	.....
Great Western.....Phila.	50,000	10	2.50	Oil City and Pittsburg.....Pbg.	30,000	3	.....	Walnut Bend.....N. Y.	20,000	10	6.00
Great Western Consolidated N. Y.	50,000	10	.....	Oil City.....N. Y.	50,000	10	.....	Walnut Island.....Phila.	.....	.....	.....
Green Hill.....Phila.	50,000	10	1.00	Oil Creek....."	50,000	20	.....	Washington....."	25,000	20	2.00
Guild....."	.....	.....	.....	Oil Creek Petroleum.....Phila.	50,000	10	5.00	Watson Petroleum....."	50,000	10	3.00
Hammond.....N. Y.	20,000	25	.....	Oil Creek and Sage Run.....N. Y.	.....	.....	.....	Westmoreland Petroleum.....Pbg.	60,000	10	.....
Hickory Farm....."	100,000	5	5.00	Oil Spring and Refinery.....Phila.	100,000	10	2.00	West Virginia.....Phila.	20,000	10	2.50
Highgate....."	300,000	5	.....	Oil Valley Petroleum....."	37,500	10	2.00	West Virginia.....Pbg.	20,000	1	.....
Hibberd.....Phila.	100,000	5	2.50	Olumstead....."	50,000	10	4.00	West Virginia Basin....."	.....	.....	.....
Hoge Island L. Oil....."	25,000	10	1.00	Organic....."	50,000	10	1.00	Whiteley Creek.....Pbg.	.....	.....	.....
Holland Petroleum....."	50,000	10	2.00	Ormsby Petroleum....."	50,000	10	3.00	Wilkins Farm.....Phila.	50,000	5	.....
Home.....N. Y.	50,000	100	.....	Osborne....."	.....	.....	.....	William Penn....."	100,000	24	2.50
Hoover.....Phila.	50,000	10	2.00	Pannebacker.....N. Y.	50,000	4	.....	<b>Railroad Earnings--Monthly.</b>			
Hope.....N. Y.	.....	.....	.....	Parker Petroleum.....Phila.	50,000	10	4.00	The earnings of the North Pennsylvania Rail-			
Hope.....Pbg.	50,000	2	.....	Paxton.....Pbg.	.....	.....	.....	road Company for the month of October, 1864			
Hope Farm.....Phila.	.....	10	.....	Pearson Petroleum.....Phila.	100,000	5	2.00	were.....\$62,888 00			
Horse Creek.....Phila.	10,000	50	6.00	Pennsylvania Petroleum....."	50,000	10	3.00	Corresponding month last year.....54,569 00			
Horse Neck.....Pbg.	10,000	5	.....	Pennsylvania Central....."	20,000	10	1.00	Increase.....\$8,319 00			
Hosmer.....Phila.	50,000	10	2.50	Pennsylvania Oil Creek P....."	50,000	10	.....	In first 11 months.....\$685,951 00			
Howe's Eddy....."	50,000	10	.....	People's.....Pbg.	60,000	1	.....	Same time last year.....469,105 00			
Hughes River....."	30,600	10	.....	Perry....."	50,000	10	2.25	Increase.....\$216,845 00			
Hyde Farm....."	100,000	10	5.00	Petroleum Center....."	50,000	10	5.00	The earnings of the Rome, Watertown and Og-			
Imperial....."	30,000	10	5.00	Philadelphia....."	10,000	25	.....	densburgh Railroad for the month of October, were			
Indian.....N. Y.	10,000	10	.....	Phila. and Oil Creek....."	50,000	10	2.50	as follows:			
Indian Spring....."	60,000	5	.....	Phila. and Tidoute Island....."	50,000	10	.....	1863. 1864.			
Indiana....."	100,000	10	.....	Phillips....."	40,000	5	.....	Passengers.....\$33,725 00 \$42,485 00			
International....."	.....	.....	.....	Phoenix....."	25,000	10	.....	Freight.....40,744 00 39,195 00			
Iron City.....Pbg.	30,000	5	.....	Pit Hole....."	50,000	10	.....	Miscellaneous.....1,667 00 2,266 00			
Island.....N. Y.	50,000	10	.....	Pit Hole Creek.....N. Y.	40,000	25	.....	Total.....\$76,136 00 \$83,946 00			
Irwin.....Phila.	50,000	10	3.00	Pittsburg and Oil Creek.....Phila.	50,000	10	3.50	Increase 1864.....\$7,810 00			
Junction....."	50,000	10	2.25	Pittsburg and Gt. Western.....Pbg.	50,000	2	.....	The earnings of the Long Island Railroad for			
Kanawha Valley....."	30,000	10	5.00	Pittsburg & Philadelphia....."	.....	.....	.....	the month of October were:			
Kanawha.....N. Y.	50,000	10	.....	Pittsburg & W. Virginia....."	.....	.....	.....	1862. 1863. 1864.			
Kanawha.....Pbg.	.....	.....	.....	Pope Farm.....Phila.	50,000	10	1.25	Passengers..\$16,284 68 \$23,341 17 \$32,964 96			
Keystone.....Phila.	50,000	10	2.50	Porter....."	50,000	10	.....	Freight.....8,935 13 9,276 32 17,563 29			
Knickerbocker P.....N. Y.	100,000	10	.....	President.....N. Y.	100,000	5	.....	\$25,219 81 \$32,617 49 \$50,528 25			
Knickerbocker P. of N. Y....."	100,000	10	.....	Quaker City.....Phila.	10,000	10	.....	The road came under control of New York			
Lamberton Oil and Mfg.....Phila.	25,000	5	2.00	Rathbone and Camden....."	200,000	5	1.75	management in April 1863, and was without cars			
Lancaster....."	50,000	10	.....	Reinhard....."	50,000	5	2.50	or engines to do work with. The freight is largely			
Linden.....Pbg.	40,000	5	.....	Reliance....."	50,000	10	.....	increased and is now restricted for want of cars.			
Little Oil Creek.....Phila.	.....	10	.....	Revenue....."	50,000	5	3.00	<b>Philadelphia and Reading Railroad.</b>			
Lower McElheny Farm.....N. Y.	200,000	.....	.....	Revenue.....N. Y.	50,000	5	.....	There was a moderate business in Reading Rail-			
Lucesco.....Pbg.	.....	.....	.....	River.....Phila.	50,000	10	3.00	road shares yesterday, and now that the excite-			
McAvoy Cherry Run....."	.....	2	.....	Roberts Oil and Mining....."	50,000	10	3.00	ment attendant on the recent active movement in			
McClintockville.....Phila.	200,000	10	2.15	Rock....."	50,000	10	3.60	the stock is over, it may not be improper to state			
McC. Farm & Cherry Tree.....N. Y.	10,000	100	.....	Rockland....."	50,000	10	2.00	some facts in reference to the business of the road,			
McClintock and Cornwall....."	5,000	100	.....	Rockwood....."	.....	10	.....	and its next probable dividend. We are assured			
McCormack & McKissock.....Phila.	100,000	10	2.00	Ross....."	100,000	1	1.00	from parties in another city, who have been here			
McElrath....."	50,000	10	.....	Ross.....Pbg.	100,000	1	.....	in consultation with the officers of the Company,			
McElheny....."	100,000	10	4.00	Rynd Farm.....N. Y.	200,000	10	.....	that the net profits the current year exceed 25 per			
McKinley.....N. Y.	25,000	10	.....	Sage Run.....Phila.	80,000	5	2.50	cent., which, with the surplus of 15 per cent. car-			
Maguire.....Phila.	50,000	10	.....	St. Nicholas....."	50,000	24	2.50	ried from last year, give an aggregate of over 40			
Manhattan.....N. Y.	250,000	2	.....	Sandy River.....N. Y.	200,000	100	5.00	per cent. This large holders at New York			
Maple Farm.....Phila.	100,000	5	.....	Schuylkill and Oil Creek.....Phila.	50,000	10	.....	and Boston have urged, shall be divided in some			
Maple Shade.....Phila.	50,000	10	6.67	Seneca....."	25,000	20	.....	shape, but as some of the officers of the Company			
Maple Shade of N. Y.....N. Y.	50,000	10	.....	Seneca Reservation.....N. Y.	.....	.....	.....	thought it inequitable to divide profits nominally			
Marietta....."	100,000	10	.....	Sherman.....Phila.	100,000	10	.....	representing twice their value by reason of the			
Mecca Lubricating.....Boston.	30,000	100	.....	Shreve Farm.....N. Y.	100,000	5	.....	depreciated currency, the parties at issue com-			
Merchants.....Pbg.	100,000	4	.....	Sled Fork.....Phila.	.....	.....	.....	promised on a basis of two for one, and with an			
Merchants.....Phila.	70,000	5	.....	Smoky City.....Pbg.	.....	.....	.....	understanding that the coming dividend will be 15			
Metropolitan....."	.....	10	.....	South Western.....Phila.	200,000	10	.....	per cent. in stock and 5 per cent., or so much as			
Michigan Central.....N. Y.	50,000	10	.....	Star.....Phila.	200,000	10	1.00	there may remain of profits on the basis there			
Middlesex Valley....."	50,000	10	.....	Stella.....Pbg.	.....	.....	.....	named, in cash; all profits of the Company there-			
Middle Walnut.....Phila.	50,000	10	1.00	Sterling.....N. Y.	120,000	5	.....	after to be divided at the designated periods, in			
Miller....."	60,000	5	1.00	Story.....Pbg.	5,000	5	.....	cash. With the stock of the Company selling 33			
Miller Farm.....N. Y.	60,000	5	.....	Story Centre.....Phila.	50,000	10	.....	per cent. above par, a stock dividend of 15 per			
Mineral.....Phila.	50,000	10	2.50	Story Farm....."	200,000	5	2.50	cent. is equal to 20 per cent. in money, to say			
Mingo....."	100,000	10	6.67	Story and McClintock.....N. Y.	50,000	10	.....	nothing of the 5 per cent. dividend expected in			
Montgomery....."	80,000	5	1.00	Success....."	10,000	10	.....	cash. These facts attest not only the productive			
Mount Vernon.....N. Y.	.....	.....	.....	Sugar Creek.....Phila.	50,000	10	.....	value of the stock, as an investment, but the great			
National.....Phila.	40,000	10	5.00	Sugar Dale....."	50,000	2	2.00	importance of the Reading Railroad as a medium			
National.....N. Y.	40,000	5	.....	Sutley Lubricating....."	50,000	10	.....	connecting our port with the wonderful wealth of			
National.....Pbg.	.....	.....	.....	Sun.....N. Y.	100,000	2	.....	the Anthracite coal regions.—Phila. Ledger, Nov.			
New Dominion.....Phila.	100,000	5	2.50	Tack....."	100,000	5	3.00	17.			
Newell's Run.....Pbg.	.....	.....	.....	Tarr Farm.....Phila.	50,000	5	5.00				
New York and Alleghany.....N. Y.	50,000	5	.....	Tarr Farm Homestead....."	200,000	50	5.00				
New York and Liverpool....."	100,000	10	.....	Tarr Farm.....N. Y.	30,000	100	.....				
New York and Oil Creek....."	100,000	5	.....	Tarr, Strong & Cherry Run.....Pbg.	.....	.....	.....				
New York and Penn....."	100,000	10	.....	Terragenta....."	100,000	5	.....				
New York and Pit Hole....."	.....	.....	.....	Tidoute and Alleghany.....Phila.	50,000	10	2.00				
New York and W. Virginia....."	50,000	10	.....	Tionesta....."	70,000	5	.....				
Noble and Delamater.....Phila.	50,000	10	10.00	Tipton....."	50,000	10	.....				
Noble and Delamater.....N. Y.	100,000	10	3.00	Titus.....N. Y.	63,000	10	.....				
Noble & Delamater Rock Oil....."	100,000	3	.....	Union.....Phila.	100,000	5	5				
Noble Well....."	40,000	25	.....	Union.....N. Y.	12,500	10	.....				
Nonpareil.....Pbg.	.....	.....	.....	United Petroleum Farms....."	.....	.....	.....				
North American....."	125,000	10	10.00	United States....."	50,000	10	.....				
Northern Light.....N. Y.	20,000	50	.....	United States.....Phila.	50,000	10	.....				
Oak Ball.....Phila.	100,000	5	2.50	Upper Economy Petroleum....."	50,000	10	.....				
Ocean.....N. Y.	15,000	100	.....	Van Buren....."	25,000	20	2.50				

## MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.				
<b>COPPER.</b>					<b>COPPER.</b>					<b>IRON.</b>					<b>GOLD, SILVER, AND QUICKSILVER.</b>				
Acton.....Ca	200,000	5	14	Jefferson.....L.S.	20,000	20	6	Copake.....N.Y.	50,000	50	31	Atna (G.).....Col.	50,000	10	---				
Acton Vale.....Ca	50,000	5	65c	Keweenaw....." "	20,000	20	6	East River....." "	8,000	50	---	Acadia (G.).....N.S.	100,000	3	---				
Adventure.....L.S.	20,000	20	20	Kickapoo....." "	20,000	20	1	George's Ck C. & I.Md.	10,000	100	118	Albion (G.)....." "	100,000	3	---				
Albany and Boston....." "	20,000	20	20	King Philip....." "	20,000	20	1	Harwood.....Me.	20,000	5	---	Alpine (G.).....Col.	150,000	10	---				
Algonah....." "	20,000	20	20	Knowlton....." "	20,000	20	1	Kahtadin....." "	3,000	100	---	Alps (G.)....." "	100,000	5	---				
Alliance.....Ca	200,000	2	2	Lafayette.....Ca	200,000	1	1	Lake Superior.....L.S.	20,000	25	---	American....." "	200,000	2	---				
Allouez.....L.S.	20,000	2	1	Lake....." "	200,000	1	1	Massachusetts.....Pa.	25,000	1	---	Am. & Mex. (S.) N.M.	100,000	10	---				
American.....Ca	200,000	2	1	Lawrence.....L.S.	20,000	20	1	Massachusetts.....Pa.	25,000	1	---	Am. Pioneer.....A.T.	100,000	2	---				
Amalgamoid.....L.S.	20,000	20	20	Lennoxville.....Ca	100,000	100	50c	Mount Pleasant.....Pa.	10,000	50	---	Arizona (Silver)....." "	100,000	2	---				
Annapolis.....Md.	50,000	10	10	Logan....." "	100,000	100	50c	Teal Lake.....L.S.	20,000	10	---	Atlantic (G.).....N.S.	100,000	2	---				
Ardena.....Ariz.T.	10,000	10	10	Lyster....." "	200,000	200	1	Tyson....." "	20,000	10	---	At. & Pac. (G. & S.) Nev.	50,000	10	---				
Ascot.....Ca	20,000	20	20	Madison.....L.S.	20,000	20	1	Lead and Zinc.....N.Y.	100,000	5	---	Bay State (G.).....Col.	200,000	5	---				
Astoria.....L.S.	20,000	1	1	Malden....." "	20,000	20	1	Bucks County.....Pa.	50,000	5	---	Beacon (G.).....N.S.	100,000	5	---				
Astoria.....L.S.	20,000	1	1	Mandan....." "	20,000	20	1	Canada.....Ca	50,000	5	---	Benton (G.)....." "	100,000	5	---				
Astoria.....L.S.	20,000	1	1	Manhattan....." "	20,000	20	1	Clute....." "	50,000	5	---	Back Hawk (G.)....." "	50,000	100	---				
Balt. and N. C.....N.C.	2,000	6	20c	Marquette....." "	20,000	20	1	Crystal Lake....." "	50,000	5	---	Boston (G.)....." "	10,000	60	---				
Bare Hill....." "	20,000	20	20	Massachusetts.....L.S.	20,000	20	1	Erie....." "	50,000	5	---	Briggs (G.)....." "	10,000	100	---				
Bay State.....L.S.	20,000	20	20	Mendota....." "	20,000	20	1	Gay's River....." "	100,000	2	---	Bullion (G.)....." "	200,000	25	---				
Beaver....." "	20,000	20	20	Merrimack....." "	20,000	20	1	Hampton....." "	100,000	5	---	Burroughs (G.)....." "	100,000	10	---				
Bedford.....Ca	125,000	5	67c	Metacomb....." "	20,000	20	1	Keystone.....Pa.	50,000	5	---	Canadian (G.).....Ca	50,000	2	---				
Black River.....L.S.	20,000	20	20	Michigan....." "	20,000	20	1	Lancaster....." "	50,000	5	---	Central (G.).....Col.	50,000	20	---				
Bohemian.....L.S.	20,000	20	20	Middlesex....." "	20,000	20	1	Macomb.....N.Y.	100,000	5	---	Chaudiere (G.).....Ca	100,000	5	---				
Bolton.....Ca	20,000	20	20	Minnesota.....L.S.	20,000	20	1	Mineral Point....." "	100,000	5	---	Chebucto.....N.S.	100,000	2	---				
Boston.....L.S.	20,000	20	20	Missisquoi.....Ca	150,000	150	3	Mount Hope.....N.Y.	80,000	5	---	Colonial (G.).....Ca	100,000	2	---				
B. and Corinth.....Vt.	20,000	10	5	Montezuma.....N.Mex.	300,000	300	1	National....." "	200,000	1	---	Colorado (G.).....Col.	50,000	10	---				
Brooklyn.....L.S.	20,000	20	20	Morrison.....L.S.	20,000	20	1	New Jersey.....N.J.	12,000	100	110	Consol. Greg'y (G.) Col.	200,000	20	---				
Brome.....Ca	100,000	5	2	Nashua....." "	20,000	20	1	N.Y. & Boston.....N.Y.	100,000	5	---	Copalsne (G.)....." "	100,000	10	---				
Cabot.....L.S.	20,000	20	20	National....." "	20,000	20	1	Oswegatchie.....Ca	100,000	5	---	Corianna (G.)....." "	100,000	25	---				
Caledonia....." "	20,000	20	20	Native....." "	20,000	20	1	Placidia Bay.....N.F.	20,000	25	---	Corydon (G.)....." "	100,000	25	---				
Cambridge.....Vt.	100,000	1	5	Nelson.....Ca	200,000	200	1	Ramsay.....Ca	20,000	25	---	Dry & Bushnell (G.) C.	50,000	20	---				
Canada.....L.S.	20,000	1	1	Nevada (Silver).....L.S.	20,000	20	1	Rossie....." "	100,000	5	---	Denver (G.).....Ca	50,000	20	---				
Carp Lake.....L.S.	20,000	20	20	New England.....Ca	200,000	200	1	Shawangunk.....N.Y.	100,000	5	---	Dorset (G.)....." "	170,000	5	---				
Cascade....." "	20,000	20	20	New York.....L.S.	20,000	20	1	Sussex.....N.J.	100,000	5	---	El Dorado (G.).....Nev.	100,000	5	---				
Central.....Ca	200,000	1	1	N. Y. & Passaic.....N.J.	100,000	100	1	Union....." "	100,000	5	---	Empire (S.)....." "	100,000	5	---				
Champlain.....Ca	200,000	1	1	North Cliff.....L.S.	20,000	20	1	Walkill.....N.Y.	100,000	5	---	Empress (S.)....." "	100,000	5	---				
Chatham....." "	100,000	1	1	North Silver Lake....." "	20,000	20	1	Coal & Anthracite.....Pa.	75,000	25	---	Eureka (G.).....Col.	30,000	10	---				
Chaudiere....." "	200,000	1	1	North State.....Ca	100,000	100	1	Ashburton....." "	50,000	50	---	Escalante (G.)....." "	100,000	2	---				
Chatter....." "	20,000	20	20	North Sutton.....Ca	100,000	100	1	Atlantic & G. C. Md.	100	100	---	Frankfort (G.)....." "	100,000	10	---				
Chattanooga....." "	30,000	6	12c	North Western.....L.S.	20,000	20	1	Baltimore....." "	100	100	---	Garrison's (G.).....Col.	100,000	5	---				
Chippewa.....L.S.	20,000	20	20	Norwich....." "	20,000	20	1	Bear Valley....." "	40,000	12	---	Gilbert River (G.).....Ca	100,000	5	---				
Cleveland.....Ca	100,000	5	---	Ogima....." "	20,000	20	1	Beaver Meadow.....Pa.	100,000	50	---	Gilpin (G.)....." "	100,000	5	---				
Cliff.....L.S.	20,000	20	20	Ontonagon.....Ca	200,000	200	1	Belmont....." "	10,000	50	---	Gold....." "	50,000	10	---				
Clinton....." "	20,000	20	20	Pacific.....L.S.	20,000	20	1	Big Mountain.....Pa.	8,000	25	---	Gold Field....." "	50,000	10	---				
Collin....." "	20,000	20	20	Pennsylvania....." "	20,000	20	1	Blackhall.....N.S.	8,000	25	---	Gold Hill....." "	100,000	3	---				
Columbian....." "	20,000	20	20	Pewabic....." "	20,000	20	1	Boston & Pictou....." "	100,000	5	---	Gold River....." "	100,000	3	---				
Consolidated....." "	20,000	20	20	Phila. & Boston....." "	20,000	20	1	Bridgeport.....Pa.	80,000	10	---	Gould & Curry (G. & S.) N.	300,000	10	---				
Copper Falls....." "	20,000	20	20	Pittsburg & Boston....." "	20,000	20	1	Broad Mountain....." "	30,000	10	---	Gunnell (G.)....." "	100,000	10	---				
Copper Harbor....." "	20,000	20	20	Pontiac.....Ca	20,000	20	1	Butler....." "	20,000	21	---	Halifax (G.).....N.S.	200,000	2	---				
Copper Hill....." "	20,000	20	20	Prince of Wales.....L.S.	20,000	20	1	Cape Briton.....N.S.	200,000	21	---	Harmon (G. & S.) Nev.	150,000	2	---				
Copper Hill....." "	20,000	20	20	Quincy.....Ca	20,000	20	1	Carbondale.....Pa.	20,000	25	---	Holman (G.).....Col.	50,000	25	---				
Cornwall.....Vt.	100,000	2	62c	Reid Hill.....Ca	20,000	20	1	Central....." "	20,000	25	---	Hope (G.)....." "	50,000	2	---				
Danahy.....L.S.	20,000	20	20	Reliance.....L.S.	20,000	20	1	Clinton....." "	4,000	50	---	Isaac's Harbor (G.) N.S.	100,000	5	---				
Dana....." "	20,000	20	20	Richford....." "	20,000	20	1	Coal Brook....." "	10,000	50	---	Isabella (G.).....N.S.	100,000	5	---				
Deep River.....N.C.	20,000	20	20	Ridge.....L.S.	20,000	20	1	Continental....." "	10,000	50	---	Kennebec (G.).....Ca	100,000	5	---				
Delaware.....L.S.	20,000	20	20	Rockland.....Ca	200,000	200	1	Cumberland (pref.) Md.	50,000	100	---	Kent (G.).....N.S.	200,000	1	---				
Derby....." "	20,000	20	20	Roscoe....." "	20,000	20	1	Daniel Webster.....Pa.	5,000	100	---	Lake (G.)....." "	12,000	50	---				
Devon....." "	20,000	20	20	Rudell....." "	20,000	20	1	East Mahanoy.....Pa.	20,000	25	---	Lake Major.....N.S.	100,000	5	---				
Dorchester....." "	20,000	20	20	St. Clair.....L.S.	20,000	20	1	Everhart....." "	20,000	25	---	Libertad (G. & S.) Mex.	100,000	10	---				
Douglas....." "	20,000	20	20	St. Flavian.....Ca	100,000	100	5	Franklin.....Pa.	5,000	100	---	Manhattan (G.).....Col.	100,000	10	---				
Dover.....Ca	200,000	1	4	St. Francis....." "	100,000	100	5	Fulton....." "	60,000	5	---	Mariposa (G.).....Ca	100,000	10	---				
Dudley.....L.S.	20,000	20	20	St. Mary's (L. & M.) L.S.	10,000	10	1	Gilbertson....." "	5,000	100	---	Massachusetts (G.).....Ca	500,000	5	---				
Dunham.....Ca	200,000	2	30c	Salem....." "	20,000	20	1	George's Creek.....Pa.	10,000	100	---	Mex. Pac. (G. & S.) Mex.	100,000	10	---				
Dunham.....Ca	200,000	2	30c	Sharon Consol....." "	10,000	10	1	Grand Tunnel....." "	4,000	100	---	Montague (G.).....N.S.	50,000	10	---				
Eagle River.....L.S.	20,000	20	20	Sheldon....." "	10,000	10	1	Green Mountain.....Pa.	10,000	100	---	Montana (G.).....Col.	100,000	5	---				
El Dorado (Silver).....Ca	25,000	20	4	Silver Hill....." "	20,000	20	1	Hampton & Balt. Md.	32,000	50	---	Montezuma (G. & S.) N.	100,000	5	---				
Essex....." "	20,000	20	20	Silver Valley....." "	20,000	20	1	Hazleton.....Pa.	32,000	50	---	Mt. Alpine (G.).....N.S.	250,000	10	---				
Etna.....L.S.	20,000	20	20	Southampton.....Ca	100,000	100	5	Henry Clay....." "	3,000	100	---	Mt. Vista (G. & S.) Nev.	50,000	10	---				
Eureka....." "	20,000	20	20	South Bedford.....L.S.	20,000	20	1	International.....N.S.	20,000	100	---	New England (G.) Col.	50,000	5	---				
Everett....." "	20,000																		



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

## PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed: equi-va-lent in single track.	In progress or projected.	Equip-ment.	Compa-nies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	Description.	Amount out-standing.	Rate.	Pay-able.	Principal payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Nett.									
30 Nov. '63	3.36			MASSACHUSETTS.										Broadway (Brooklyn):					
30 Nov. '63	4.18			Boston and Chelsea	110,000	140,000			7,200	7,200			42	Real Estate Mortgage	27,500	7 J. & J.	1883		
30 Nov. '63	32.96			Broadway, Boston	88,551	230,000		12,500	62,446	21,196	94		55	Brooklyn, Bath & Coney Is'd					
30 Nov. '63	6.74			Cambridge	664,171	657,300	150,000	94					103	1st Mortgage	44,500	7 J. & J.	1883		
30 Nov. '63	8.27			Cliftondale	95,500	70,000	24,500	4,863						Brooklyn Centr. & Jamaica:					
30 Nov. '63	1.45			Dorchester	166,672	121,600			8,468	7,438	7		46	1st Mortgage	304,250	7 J. & D.	1870		
30 Nov. '63	1.45			Dorchester Extension	12,800	12,800			1,024	1,024	8			Real Estate	22,900				
30 Nov. '63	1.41			Dorchester and Roxbury	18,742	12,000			1,200	1,200	6			Brooklyn City	170,000	7 J. & J.	1872		
30 Nov. '63	11.75			Lynn and Boston	161,396	150,000	50,000	23,230	88,685	0,516			1054	Brooklyn City & Newtown:					
30 Nov. '63	3.41			Malden and Melrose	60,246	200,000	73,100	66,223					25	1st Mortgage	166,000	7 J. & J.	1872		
30 Nov. '63	2.97			Medford and Charlestown	34,000	22,000	12,000		2,040	2,040	6			Cambridge:					
30 Nov. '63	36.88			Metropolitan (Boston)	621,602	639,300		297,509	388,616	65,539	10		56	1st Mortgage	101,000	7 J. & J.	1874		
30 Nov. '63	7.50			Middlesex (Boston)	348,000	400,000		39,783	174,422	32,618	8		62	Citizens' (Pittsburg):					
30 Nov. '63	5.69			Quincy	75,525	53,000	50,932	16,650	25,837	6,012				1st Mortgage	47,800	7 J. & J.	1870		
30 Nov. '63	5.32			Salem & South Duxbury	57,100	73,300		1,800	9,789	1,273				Cliftondale:					
30 Nov. '63	2.68			Somerville	50,000	50,000			2,500	2,500	5		32	1st Mortgage	25,000	6 J. & J.	1871		
30 Nov. '63	2.50			Stoneham street (Boston)	31,600	32,900			5,685	1,711	5			Coney Island and Brooklyn:					
30 Nov. '63	7.75			Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591				1st Mortgage	13,000	7 J. & J.	1873		
30 Nov. '63	1.53			Union (Transportation)	228,179	160,000	20,000	43,178	217,253	13,036	8			Delaware County:					
30 Nov. '63	3.21			West Cambridge	12,850	12,850		120	642	642	5			1st Mortgage	6,500	7			
30 Nov. '63	2.25			West Roxbury	40,558	40,400								Dorchester:					
30 Nov. '63	5.00			Winnisimmet	62,152	62,200		4,798						Real Estate Mortgage	8,000	6			
30 Nov. '63	5.00			Worcester	89,000	69,000	20,000		6,202	542				Dorchester and Roxbury:					
31 Jan. '64	3.0	3.0	45	7	CONNECTICUT.									Forty-second street:					
31 Dec. '62	8.5				Fairhaven and Westville	100,000	100,000							1st Mortgage	127,150	7 J. & J.	1873		
30 Sep. '63	10.76				Hartford and Wethersfield	300,000	300,000							Frankford and Southwark:					
30 Sep. '63	4.00	2.80			NEW YORK.									1st Mortgage	200,000	7 J. & J.	1869	107	
30 Sep. '63	24.00				Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	Germantown:					
30 Sep. '63	56.18	1.90	140	29	Brooklyn, Bath & Coney Is'd	106,125	61,625	44,500						1st Mortgage	250,000	7 J. & J.	1869		
30 Sep. '63	10.50	4.25	56		Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216			Green and Coates St.:					
30 Sep. '63	10.00				Brooklyn City	1,331,357	1,000,000	170,000		542,641	132,836	9	100	1st Mortgage	82,000	7 J. & J.	1870	100	
30 Sep. '63					Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3		Hestonville, Mantua & Fair-					
30 Sep. '63					Brooklyn City & Ridgewood	51,328	53,500							mount:					
30 Sep. '63					Buffalo Street									1st Mortgage	40,000	7 J. & J.	1869		
30 Sep. '63					Central City (Syracuse)									Hoboken and Weehawken:					
30 Sep. '63	16.00	14.00	23	1	Centrl Pk.N. & E.Riv. (N.Y.)	994,655	443,073	550,000		19,791	7,008			1st Mortgage	60,000	7 M. & S.	1872		
30 Sep. '63	17.50				Coney Island and Brooklyn	548,687	494,800	13,000	44,251	63,236				Lynn and Boston:					
30 Sep. '63	6.00				East & North River (N.Y.)	650	650							1st Mortgage [road]	50,000	6 M. & S.	71-72	109	
30 Sep. '63	17.33				Eighth Avenue (N.Y.)	978,534	800,000		30,000	388,598	124,445	12	100	Malden and Melrose:					
30 Sep. '63	11.00	1.00	70		42d st. & Grand st. Ferry	726,361	600,000	127,100	4,000					1st Mortgage guaranteed	75,000	6		1880	91
30 Sep. '63	4.52				Fourth Avenue (N.Y.)									Medford and Charlestown:					
30 Sep. '63	4.63				Grand St. & Newtown (Wg)									1st Mort. [Winter St. Br.]	12,000	6			
30 Sep. '63					Harlem Br. Morris & Ford'm									Metropolitan:					
30 Sep. '63					Main & Ohio St. (Buffalo)									1st Mortgage	36,625	6			
30 Sep. '63					Niagara Street (Buffalo)									Real Estate Mortgage		6			
30 Sep. '63	19.00				Ninth Avenue (N.Y.)	447,598	795,330	57,000		97,241	23,479	100		Middlesex:					
30 Sep. '63					N.Riv. & Wall st. Ferry (N.Y.)									Malden & Melrose bonds	60,000	6		1870	
30 Sep. '63		11.00			Port Morris & Westchester	1,200	1,200							Real Estate	6,210				
30 Sep. '63	7.50	3.40	18		Rochester City & Brighton		81,500	66,000	6,000	7,636	3,977			Ninth Avenue:					
30 Sep. '63	16.00				Second Avenue (N.Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	100	65	North Philadelphia:					
30 Sep. '63	8.37		40	25	Sixth Avenue (N.Y.)	1,161,893	750,000	15,000		412,600	99,227	10	100	1st Mortgage	100,000	7 J. & J.	1869		
30 Sep. '63					Tenth Av & 32d st. (N.Y.)	1,819,308	1,170,000	400,000		682,131	233,079	12	100	Orange and Newark:					
30 Sep. '63		3.50			Third Avenue (N.Y.)		2,160	7,080		1,693	810			1st Mortgage Broad street	100,000	7 J. & J.	1881		
30 Sep. '63	1.50				Troy and Lansingburg		62,000	500,000	6,000	5,150	4,582	752		" O. & Newark	100,000	7 J. & J.	1880		
30 Sep. '63					Utica City									2d Mortgage	100,000	7 J. & J.	1883		
30 Sep. '63					V.Brunt st. & Erie Bas. (Buff)									Philadelphia City:					
31 Dec. '62	5.32				NEW JERSEY.									1st Mortgage	135,000	6 J. & J.	1879	91	
31 Dec. '62	5.05	2.50			Hoboken and Hudson City	32,000	30,000		2,000					Philadelphia and Darby:					
31 Dec. '62	10.47				Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		1st Mortgage	17,000	7 J. & J.	1870		
31 Dec. '62	17.00				Jersey City & Bergen Point									Philadelphia and Gray's					
31 Dec. '62	5.80				Orange and Newark	411,000	211,000	200,000		71,050	19,133	50		Ferry:					
31 Dec. '62					West Hoboken & Hoboken	100,000	40,000	60,000						1st Mortgage	15,500	7 J. & J.	1869		
31 Oct. '63	7.89				PENNSYLVANIA.									Pittsburg, Allegheny and					
31 Oct. '63	8.13				Chestnut & Walnut (Phila.)	197,573	100,000	135,000		104,728	50,996	40	10	Manchester:					
31 Oct. '63	4.12				Citizens' (Pittsburg)	157,627	92,000	54,200	5,890	99,867	30,168	20		1st Mortgage	25,000	7 J. & J.	1870		
31 Oct. '63	4.38				Delaware County	30,729	24,000	6,500	2,550	5,668				Pittsburg & Birmingham:					
31 Oct. '63	16.74				Fairmount & Arch st. (Phila.)	194,017	200,000		2,050	63,459	14,824	74		1st Mortgage	87,000	7 J. & J.	1871		
30 Nov. '63	24.23				Frankford & Southw'k (Ph.)	721,434	490,260	200,000	202,367	58,757	7	50	56	Quincy:					
30 Nov. '63	8.40				Germantown	399,446	112,245	250,000	133,506	2									

## FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			
		Rate.	Periods.	WHEN DUE.	Market Price.			Rate.	Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.											
Loan of Jan. 25, 1847.....registered.....	\$9,415,250	6	Jan. & July.	1867	125	Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	1871-72	100
Loan of March 31, 1849.....registered.....	8,908,342	6	" " "	1868	117	" " " " " " " " " " " "	600,000	5	" " "	1877-78	115
Texas Indemnity, of Sep. 9, 1850.....coupon	2,052,000	6	" " "	1863	120	" " " " " " " " " " " "	500,000	5	May & Nov.	1883	119
Loan of June 14, 1858.....registered.....	20,000,000	5	" " "	1865	217	" " " " " " " " " " " "	1,000,000	6	" " "	1883	118
Loan of June 22, 1860.....registered.....	7,022,000	5	" " "	1874	98	Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
Oregon War Debt of March, 1861.....coupon	1,016,000	5	" " "	1874	97	" " " " " " " " " " " "	100,000	6	" " "	1879	100
Loan of Feb. 8, 1861.....registered.....	18,415,000	5	" " "	1871	100	" " " " " " " " " " " "	577,000	7	" " "	1886	100
Loan of July 17, & Aug. 5, 1861.....registered	249,977,800	5	" " "	1871	106	Minnesota-State bonds.....coupon	250,000	6	Jan. & July.	1887	100
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	" " "	1881	105	" " " " " " " " " " " "	100,000	6	" " "	1871	100
Loan of March 3, 1864 (10-40s).....registered	81,680,000	6	Yearly.	1881	110	Mississippi-State bonds (Banks).....coupon	2,275,000	6	" " "	1883	61
Loan of March 3, 1864 (5-20s).....registered	40,000,000	6	Jan. & July.	1881	106	Missouri-Bank Stock Loan of 1857.....	63,000	5	Jan. & July.	1863	61
Treasury Notes of July 17, 1861.....coupon	14,145,900	6	" " "	1881	107	" " " " " " " " " " " "	199,000	6	" " "	1863	61
Debt Certificates of Mar. 8, 1864.....coupon	236,373,000	6	May & Nov.	1882	103	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	61
One Year Treasury Notes (legal tender).....	43,585,000	6	Mar. & Sept.	1904	97	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	61
Two Year's Treasury Notes (coupon).....	15,748,000	5	May & Nov.	1884	104	" " " " " " " " " " " "	200,000	6	" " "	1863	61
Three Year's Compound Interest notes of '63	61,188,710	7.3	April & Oct.	1884	104	" " " " " " " " " " " "	7,000,000	6	" " "	1878-79	87
of '64	88,813,870	7.3	Feb. & Aug.	1884	118	" " " " " " " " " " " "	4,500,000	6	" " "	1878-79	86
		5	At maturity.	1867	96	" " " " " " " " " " " "	3,000,000	6	" " "	1878-79	86
		6	" " "	1865	96	" " " " " " " " " " " "	4,500,000	6	" " "	1878-79	86
		6	June & Dec.	1866	96	" " " " " " " " " " " "	3,501,000	6	" " "	1878-79	86
		6	at maturity.	1867	96	" " " " " " " " " " " "	650,000	6	" " "	1878-79	86
				1867	96	" " " " " " " " " " " "	700,000	6	" " "	1889	64-66
						" " " " " " " " " " " "	451,000	9	June & Dec.	1889	64-66
						" " " " " " " " " " " "	780,000	6	" " "	1878	100
						" " " " " " " " " " " "	635,100	6	Feb. & Aug.	1878	100
						" " " " " " " " " " " "	200,000	6	" " "	1878	100
						" " " " " " " " " " " "	96,000	6	Jan. & July.	1878	100
						" " " " " " " " " " " "	531,820	6	" " "	1871	100
						" " " " " " " " " " " "	200,000	6	" " "	1871	100
						" " " " " " " " " " " "	601,500	5	Jan. & July.	1871	100
						" " " " " " " " " " " "	348,107	5	" " "	1875	100
						" " " " " " " " " " " "	900,000	5	" " "	1875	100
						" " " " " " " " " " " "	442,961	5	May & Nov.	1875	100
						" " " " " " " " " " " "	1,189,781	6	Jan. & July.	1875	100
						" " " " " " " " " " " "	1,300,000	6	" " "	1870	113
						" " " " " " " " " " " "	700,000	7	" " "	1870	113
						" " " " " " " " " " " "	28,698	5	" " "	1870	113
						" " " " " " " " " " " "	11,050	5	" " "	1870	113
						" " " " " " " " " " " "	14,230	6	" " "	1870	113
						" " " " " " " " " " " "	421,000	6	Jan. & July.	1870	113
						" " " " " " " " " " " "	287,700	4	J. A., J. & O.	1864	100
						" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	100
						" " " " " " " " " " " "	28,000	5	J. A., J. & O.	1865	100
						" " " " " " " " " " " "	320,000	5	Jan. & July.	1865	100
						" " " " " " " " " " " "	100,000	5	" " "	1867	100
						" " " " " " " " " " " "	6,922,274	5	" " "	1876	100
						" " " " " " " " " " " "	15,889,025	6	" " "	1876	100
						" " " " " " " " " " " "	1,200,000	7	" " "	1864	117
						" " " " " " " " " " " "	9,129,505	6	Various.	1860	60
						" " " " " " " " " " " "	1,268,279	6	Jan. & July.	1860	60
						" " " " " " " " " " " "	1,015,000	5	" " "	1865	95
						" " " " " " " " " " " "	379,866	6	" " "	1868	105
						" " " " " " " " " " " "	2,183,532	6	" " "	1870	105
						" " " " " " " " " " " "	1,000,000	6	" " "	1875	105
						" " " " " " " " " " " "	4,095,309	6	" " "	1881	106
						" " " " " " " " " " " "	2,400,000	6	" " "	1886	106
						" " " " " " " " " " " "	125,000	6	" " "	1863	103
						" " " " " " " " " " " "	1,500	6	" " "	1866	103
						" " " " " " " " " " " "	279,313	6	" " "	1868	103
						" " " " " " " " " " " "	2,920,403	6	Yearly.	1860	60
						" " " " " " " " " " " "	55,372	6	" " "	1860	60
						" " " " " " " " " " " "	131,200	4	April & Oct.	1860	60
						" " " " " " " " " " " "	10,780,095	5	Jan. & July.	1860	60
						" " " " " " " " " " " "	3,886,070	5	Feb. & Aug.	1860	60
						" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	1860	60
						" " " " " " " " " " " "	3,241,898	5	June & Dec.	1860	60
						" " " " " " " " " " " "	210,253	6	Feb. & Aug.	1860	60
						" " " " " " " " " " " "	200,000	4	Jan. & July.	1882	104
						" " " " " " " " " " " "	1,177,890	5	" " "	1864	104
						" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	104
						" " " " " " " " " " " "	1,046,629	5	June & Dec.	1864	104
						" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1865	104
						" " " " " " " " " " " "	2,277,755	5	" " "	1868	104
						" " " " " " " " " " " "	1,766,214	5	" " "	1870	104
						" " " " " " " " " " " "	4,380,000	5	Feb. & Aug.	1877	100
						" " " " " " " " " " " "	428,000	5	" " "	1878	100
						" " " " " " " " " " " "	400,000	5	April & Oct.	1879	106
						" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	106
						" " " " " " " " " " " "	360,937	5	" " "	1882	106
						" " " " " " " " " " " "	97,360	6	Feb. & Aug.	1871	104
						" " " " " " " " " " " "	3,000,000	6	Mar. & Sept.	1882	104
						" " " " " " " " " " " "	2,000,000	6	" " "	1868	104
						" " " " " " " " " " " "	484,441	6	" " "	1868-90	104
						" " " " " " " " " " " "	1,708,017	6	" " "	1877	50
						" " " " " " " " " " " "	1,310,000	6	" " "	1882	60
						" " " " " " " " " " " "	1,125,000	6	" " "	1882	60
						" " " " " " " " " " " "	2,063,606	6	" " "	Var.	48
						" " " " " " " " " " " "	12,769,000	6	" " "	Var.	48
						" " " " " " " " " " " "	608,000	5	" " "	1890	55
						" " " " " " " " " " " "	48,000	6	" " "	1890	56
						" " " " " " " " " " " "	175,000	6	" " "	1864	64
						" " " " " " " " " " " "	65,000	6	" " "	1868-93	104
						" " " " " " " " " " " "	751,000	6	Jan. & July.	1870	104
						" " " " " " " " " " " "	404,000	5	Various.	Var.	48
						" " " " " " " " " " " "	18,264,642	6	Jan. & July.	1893-98	48
						" " " " " " " " " " " "	12,624,660	6	" " "	1893-98	48
						" " " " " " " " " " " "	1,868,000	6	" " "	1892	48
						" " " " " " " " " " " "	100,000	6	April & Oct.	1878-89	100
						" " " " " " " " " " " "	200,000	6	Jan. & July.	1897	100
						" " " " " " " " " " " "	100,000	6	" " "	1877	100
						" " " " " " " " " " " "	1,100,000	6	" " "	1878-88	100



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Chicago and Alton:</b>													
1890.....	55,734	55,123	74,890	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,761	84,937	938,641
1891.....	61,531	75,621	78,361	65,358	75,250	63,761	73,474	134,897	141,174	122,487	104,254	80,296	1,098,464
1892.....	73,169	98,591	110,935	72,198	81,994	90,625	95,096	128,191	132,639	118,400	115,201	111,955	1,295,001
1893.....	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	159,294	1,573,706
1894.....	100,991	154,417	195,802	162,722	178,785	206,090	224,253	312,164	320,867	281,419	.....	.....	.....
<b>Chicago and Rock Island:</b>													
1890.....	60,058	55,497	68,116	71,792	78,578	72,592	67,076	87,233	120,058	126,090	100,440	82,252	994,577
1891.....	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,487	1,181,008
1892.....	83,980	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,783	1,261,060
1893.....	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,603	133,796	136,595	1,423,439
1894.....	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,287
1894.....	158,735	176,482	243,150	176,338	188,565	205,866	195,103	271,141	331,494	312,049	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1890.....	18,569	19,535	22,970	25,881	28,291	23,066	24,326	25,536	51,340	55,831	65,008	42,101	400,459
1891.....	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	106,787	74,331	53,564	676,764
1892.....	48,325	45,651	59,920	60,410	84,891	83,229	76,897	90,527	87,167	105,146	81,296	65,199	855,658
1893.....	46,605	49,108	59,249	64,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	964,877
1894.....	69,691	81,160	92,483	103,450	107,465	124,233	116,861	106,491	172,072	210,476	163,388	153,522	1,485,197
1894.....	95,123	111,496	157,932	174,589	188,629	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland and Toledo:</b>													
1890.....	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,804	82,280	780,236
1891.....	78,170	67,210	86,260	76,032	65,907	55,085	60,886	66,678	84,603	94,406	82,467	82,400	889,499
1892.....	85,239	74,918	85,663	90,324	65,302	63,137	62,269	60,285	84,640	98,528	88,401	106,263	956,959
1893.....	106,263	88,468	108,178	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,274	164,876	1,167,544
1894.....	146,839	166,780	121,278	103,407	99,569	99,569	99,569	99,569	130,551	160,397	143,884	186,920	1,570,509
1894.....	154,058	176,105	205,329	158,977	129,000	100,000	112,515	154,245	.....	183,049	.....	.....	.....
<b>Erie:</b>													
1890.....	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,098	414,764	4,051,049
1891.....	345,000	345,000	433,311	457,161	393,409	319,955	319,955	477,442	600,124	587,242	561,448	412,723	6,386,422
1892.....	404,507	391,932	458,660	547,174	506,610	430,063	372,705	419,010	615,948	719,354	734,108	714,211	6,214,185
1893.....	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,006	963,550	8,400,334
1894.....	845,695	839,919	956,445	948,059	848,783	770,143	731,213	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1894.....	984,837	914,133	1,094,508	1,079,508	1,052,93	1,021,976	974,817	1,056,364	1,291,006	1,202,569	.....	.....	.....
<b>Galena and Chicago:</b>													
1890.....	60,658	62,698	80,788	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,800	1,462,762
1891.....	97,253	76,859	101,600	103,796	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,727,396
1892.....	109,867	105,424	74,248	90,180	168,194	225,043	190,456	188,370	208,575	199,530	216,283	177,541	1,777,541
1893.....	132,517	121,161	129,228	136,601	172,343	212,946	143,517	163,245	261,494	237,122	228,407	204,716	2,193,295
1894.....	143,908	169,577	177,261	196,872	220,525	.....	.....	.....	.....	.....	.....	.....	.....
<b>Hudson River:</b>													
1890.....	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,038	1,988,434
1891.....	212,714	209,422	161,047	134,606	156,281	129,996	140,890	167,220	180,000	193,951	169,649	220,370	2,076,922
1892.....	223,157	205,343	167,560	139,761	150,803	122,638	114,504	135,299	146,424	173,261	197,762	216,283	2,028,337
1893.....	267,330	261,568	308,963	202,846	192,442	151,427	159,769	193,442	212,118	239,911	270,083	408,571	2,929,970
1894.....	458,953	425,047	368,802	270,676	244,771	202,392	190,364	219,561	288,100	302,174	293,750	434,550	3,726,140
1894.....	501,231	472,240	356,628	278,540	251,759	258,019	273,726	306,595	381,600	340,900	.....	.....	.....
<b>Illinois Central:</b>													
1890.....	132,936	131,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,127,066
1891.....	185,257	185,926	209,994	183,758	199,890	188,060	193,931	248,971	259,643	321,059	243,163	221,198	2,664,848
1892.....	321,844	279,268	229,334	192,054	199,488	177,529	189,260	268,983	289,862	284,020	248,249	224,401	2,896,612
1893.....	190,130	236,637	181,084	191,648	269,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1894.....	229,944	271,085	276,634	282,224	324,887	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1894.....	315,200	406,595	446,320	421,457	414,781	497,223	404,197	585,434	767,863	664,299	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1890.....	33,904	26,252	25,891	33,579	32,668	29,384	37,271	56,087	46,482	61,329	55,257	43,544	512,218
1891.....	38,203	53,778	60,540	64,306	35,326	40,706	53,704	62,864	77,112	83,059	76,764	68,938	710,225
1892.....	56,510	77,974	90,755	78,215	58,964	76,055	99,533	94,875	96,062	90,576	.....	.....	.....
<b>Milwaukee and Prairie du Chien:</b>													
1890.....	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1891.....	54,248	44,027	43,887	49,102	112,266	141,771	107,117	90,463	134,726	177,879	139,184	67,990	1,158,407
1892.....	85,908	62,907	47,010	61,759	120,218	144,915	108,721	76,163	109,661	154,369	122,272	61,535	1,168,734
1893.....	67,180	76,132	44,226	58,177	106,997	111,260	71,587	69,362	154,417	205,064	138,342	90,000	1,224,243
1894.....	102,748	115,135	88,222	140,417	166,747	212,223	139,547	113,398	168,213	178,523	.....	.....	.....
<b>Michigan Southern &amp; Northern Indiana:</b>													
1890.....	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,405	196,495	152,172	1,754,819
1891.....	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	238,351	273,722	203,192	134,972	2,068,596
1892.....	140,925	116,933	153,170	170,362	161,391	126,553	178,778	235,690	276,181	231,265	186,077	219,077	2,189,077
1893.....	163,152	163,728	167,600	193,120	200,823	181,983	180,915	226,319	276,109	325,818	309,284	279,539	2,647,533
1894.....	248,784	280,608	557,227	268,613	264,935	241,236	189,146	238,012	308,105	375,567	335,280	343,048	3,302,541
1894.....	256,600	304,446	333,068	327,204	264,818	311,717	279,129	355,264	508,330	404,563	.....	.....	.....
<b>Michigan Central:</b>													
1890.....	101,386	102,959	151,564	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,754,416
1891.....	107,749	107,749	166,741	156,510	128,085	128,393	128,393	198,540	251,422	300,474	196,182	129,022	2,025,142
1892.....	142,334	119,764	151,671	172,614	149,660	133,620	123,377	144,982	286,844	307,333	242,089	200,134	2,124,514
1893.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	256,956	322,399	307,474	256,634	266,702	2,660,702
1894.....	242,073	245,859	276,432	238,495	236,455	205,221	193,328	215,449	308,198	375,488	336,794	306,186	2,168,066
1894.....	252,435	278,848	348,802	338,276	271,553	265,780	232,244	346,781	408,445	458,563	.....	.....	.....
<b>New York Central:</b>													
1890.....	280,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,803,708
1891.....	387,128	402,530	561,078	555,141	551,700	496,943	544,494	692,882					

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
1st Mortgage	\$200,000	7			1887		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1879	100
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,280,000	7	Feb. & Aug.	New York.	1885	103
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	"	"	1885	95
2d Mortgage	225,706	8			1884		Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	97
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	95
1st Mortgage	600,000	7	March & Sept.	New York.	1867		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Atlantic and Gt. Western (N.Y.):							Green Bay Extension Bonds	300,000	7	"	"	1885	98
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	563,500	7	"	"	1881		Cincinnati, Hamilton and Dayton:						
Atlantic and Gt. Western (Pa.):							1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
2d Mortgage	956,000	7	"	"	1882		Cincinnati and Zanesville:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	1,500,000	7	Jan. & July.	New York.	1869	
Atlantic and Great Western (O.):							2d Mortgage	574,000	7	Feb. & Aug.	"		
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	96	3d Mortgage	158,000	7	"	"		
2d Mortgage		7	Jan. & July.	"	1883	96	Income	250,500	7	"	"		
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7	"	"		
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland,	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London,	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Cou.)	1,000,000	6	Various	N.Y., P. & Bos.	1870		2d Mortgage	244,200	7	March & Sept.	"	1864	110
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1876	
Maryland Sterling Bds of 1883.	3,000,000	5	Ja. Ap. Ju. Oc.	London,	1888		Clev. Painesville and Ashtabula:						
Mortgage Coupon	500,000	6	April & Oct.	Baltimore,	1885	103	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
"	1850	6	Jan. & July.	"	1880	108	2d Mortgage	600,000	7	"	"	1878	121
"	1,128,500	6	Jan. & July.	"	1875	108	Special (Sunbury and Erie)	900,000	7	"	"	1880	
"	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102	Dividend Mortgage						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111	Cleveland and Pittsburg:						
Bellefontaine and Indiana:							1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101	2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	"	1873	105
2d Mortgage	130,000	7	"	"	1870		3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	100
Belvidere Delaware:							4th Mort. (M. L.) or 3d Extension	1,059,025	6	"	"	1886	80
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	River Line bonds	20,000	7	"	"	1887	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton,	1885	95	Clev., Columbus and Cin.:						
2d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'80	
Boston Concord and Montreal:							Cleveland and Toledo:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1897	101
1st Mortgage	300,000	7	"	New York.	1865	104	Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	"	1872	101
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	"	1863	75
2d Mortgage Coupons	250,000	7	"	New York.	1870	103	C. and T. Income Mortgage	250	7	March & Sept.	"	1863	75
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
Boston and Lowell:							C. and T. Income (convertible)	167,000	7	"	"	1864	
1st Mortgage	440,000	6	Jan. & July.	Boston.	1873	103	C. and T. Dividend (convert.)	128,860	7	April & Oct.	New York.	1866	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	8,000	7	March & Sept.	"	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	107	C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	"	1885	109
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Connecticut River:						
Income in '99, in '72	200,000	7	Jan. & July.	"	var.		1st Mortgage	250,000	6	March & Sept.	Boston.	1878	103
Unsecured	200,000	7	"	"	1864		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1878	100
Burlington and Missouri:							Cumberland Valley:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	---		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Cairo and Fulton (Mo.):							2d Mortgage	109,500	8	"	"	1904	
State (Mo.) Loan	650,000	6			'78-'79		Dayton and Michigan:						
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
English debt (S. F.) \$453,098	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,605,000	8	"	"	1881	103
Converted Sterling Loan	798,200	5	"	"	1863		Dayton and Western:						
American Loan	762,000	6	"	New York.	1864	105	1st Mortgage	280,000	7	March & Sept.	New York.	1882	50
Loan for \$500,000	500,000	6	"	"	1867	108	2d Mortgage	250,000	7	June & Dec.	"	---	40
" \$800,000	790,600	6	"	"	1870	116	Delaware:						
" \$675,000	675,000	6	"	"	1875	100	1st Mortgage guar. by P., W. &	500,000	6	Jan. & July.	Philadelphia.	1875	101
" \$1,700,000	1,700,000	6	"	"	1883	102	Baltimore	100,000	6	"	"	1875	106
" \$2,500,000	2,500,000	6	"	"	1889	102	Guaranteed.	170,000	6	"	"	1876	
Consolid. Mort. Loan \$5,000,000							State Loan						
Camden and Atlantic:							Delaware, Lackawanna and Wm:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage (Lack & Western)	900,000	8	April & Oct.	New York.	1871	100
Catawissa:							1st Mortgage (E. Extension)	1,499,000	7	"	"	1876	110
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	2,516,500	7	March & Sept.	"	1881	114
Chesapeake and Susquehanna:							Detroit and Milwaukee:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Central of New Jersey:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100	3d Mortgage (convertible)	750,000	10	"	"	1863	
2d Mortgage	600,000	7	May & Nov.	"	1876	110	4th Mortgage (G. W. R. R.)	500,000	8	"	"		
*Central Ohio:							Dubuque and Sioux City:						
1st Mortgage W. Div.	460,000	7	May & Nov.	Zanesville.	1861	108	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94	Dubuque Western:						
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	1st Mortgage	344,000	7	"	"		
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Eastern (Mass.):						
4th Mortgage (S. F.)	1,366,900	7	"	"	1876	80	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
Charleston and Savannah:							2d Mortgage (convertible)	500,000	5	Jan. & July.	London.	1872	98
1st Mortgage (endorsed)	510,000	6					3d Mortgage (convertible)	672,800	5	Feb. & Aug.	Boston.	1874	102
2d Mortgage	1,000,000	7					1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
Cheshire:							East Tennessee and Georgia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	100	State, 1st Mortgage	970,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	150,000					
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	120	Mortgage (ordinary)	790,888					
" " " " " " " "	3163,000	8	"	"	1883		East Tennessee and Virginia:						
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	"	1890		State, 1st Lien	1,602,000					
2d Mortgage, inconvertible	940,500	4	July.	Frankfort & M.	1890		Endorsed by State of Tennessee	200,000					
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867		1st Mortgage (after State)	100,000					
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	"	1868		Redeemable in Stock	66,943					
" " " " " " " "	83,000	8	March & Sept.	"	1876		Eaton and Hamilton:						
Chicago and Alton:							1st Mortgage	757,734	7	"	"	var.	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105	Erie and North-East:						
2d Mortgage pref. S. F.	585,000	7	April & Oct.	"	1877	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Income Bonds	1,100,000	7	May & Nov.	"	1882	85	Florida:						
Chicago and Milwaukee:							Internal Improvement (State)	1,655,000	7	"	"	1891	
1st General Mort.	1,037,375	7	Jan. & July.	New York.	1898		Free Land, 2d Mortgage	1,500,000	8	"	"	1891	
1st " " (C. & M.) conv.		7	May & Nov.	"	1874		Florida and Alabama:						
1st " " (M. & O.)		8	Jan. & July.	"	1875		Internal Improvement (State)		7	"	"	1891	
2d " " " "		8	"	"	1875		Free Land, 2d Mortgage		8	"	"	1891	
Chicago and Great Eastern:							Florida, Atlantic and Gulf Centr.						
1 Mortgage	2,000,000	7	Apr. & Oct.	"	1894		Internal Improvement (State)	300,000	7	"	"	1891	
							Free Land, 2d Mortgage	200,000	8	"	"	1891	



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(\*) signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. S. F., Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union :							Memphis and Ohio :						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	114	State (Tenn.) Loan	1,840,000	6				
2d Mortgage (S. F.) Coupon	1,838,000	7	May & Nov.	"	1875	110	Michigan Central :						
Elgin and State Line	189,000		Jan. & July.	"	1879		1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	99
Great Western, Ill. :							1st Mortgage S. F. (convertible)	500,000	6	March & Sept.	"	1869	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,230,500	6	"	N. Y. & Boston	1869	125 1/2
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102 1/2	1st Mortgage (convert.) Dollar	215,000	6	April & Oct.	"	1882	130
Hannibal and St. Joseph :							1st Mortgage (S. F.) convertible	4,325,000	7	"	"	1882	130
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	86	Mich. Southern and N. Indiana :						
Land Security	3,244,600	7	April & Oct.	"	1881	95	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Northern Indiana, 1st	21,000	7	Feb. & Aug.	"	1861	100
Harrisburg and Lancaster :							Erie and Kalamazoo	41,000	7	March & Sept.	"	1862	100
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112 1/2	Northern Indiana, conv.	10,000	7	Feb. & Aug.	"	1865	99
Hartford and New Haven :							Jackson Branch	77,000	7	"	"	1865	99
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Gothen Air Line	693,000	7	"	"	1865	100
Housatonic :							Detroit and Toledo	734,000	7	"	"	1876	100
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	"	1886	100
Houston and Texas Central :							2d General Mortgage	2,194,500	7	"	"	1877	100
State (1st Lien) Loan	210,000						* Milwaukee and Beloit :						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
Hudson River :							* Milwaukee and Horicon :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	108	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	110	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	116	Milwaukee and Prairie du Chien :						
Convertible	1,002,000	7	"	"	1867	101	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	109
Illinois Central :							Minnesota and Pacific :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	11,432,500	7	April & Oct.	London.	1875		Mississippi Central :						
Construction	2,896,500	6	March & Sept.	New York.	1875	117	1st Mortgage	1,007,363	7				
Eight per cent. bonds	287,000	8		"	1865		Mississippi Central and Tenn. :						
Indiana Central :							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri :						
2d Mortgage	364,000	10	"	"		120	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	8		"		
Indianapolis and Cincinnati :							Oaklonsa Division	500,000	7	Jan. & July.	"	1875	18
1st Mortgage	600,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	2,000,000	7	"	"	1875	52
2d Mortgage	400,000	7	"	"	1862	100	2d Land Grant	700,000		"	"		
Real Estate Mortgage	200,000	7	"	"	1858	68	Mississippi and Tennessee :						
Ind., Pittsburg and Cleveland :							Tennessee State Loan	88,000	6			1885	
1st Mortgage	660,000	7	Jan. & July.	New York.	1870		Mississippi State Loan	202,799	6				
2d Mortgage	847,000	7	"	"			1st Mortgage	171,000	7			1876	
Indianapolis and Madison :							Mobile and Ohio :						
Mortgage	640,000	7	May & Nov.	New York.	1881	100	City (Mobile) Tax Loan	400,000	6				
Jeffersonville :							Tennessee State Loan	674,860	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan	389,410	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Income	1,608,070	8	Jan. & July.	New York.	'61-'67	
* Kennebec and Portland :							Sterling	878,085	6			1883	
1st Mortgage (City and Town).	800,000	6	April & Oct.	Boston.	1870		Mississippi State Loan	200,970	6				
2d Mortgage	220,000	6	"	Augusta.	1861		Montgomery and West Point :						
3d Mortgage	250,000	6	"	"	1862		Alabama State Loan	122,622					
* Kentucky Centr. (Gov. and Lex.)							Mortgage (due 1880, '63 and '65).	350,000	6			var.	
1st Mortgage	160,000	6					Mortgage	460,000	8			1866	
1st Mortgage	260,000	7					Muscogee :						
2d Mortgage (convertible)	1,000,000	7					1st Mortgage	249,000	7				
3d Mortgage	600,000	7					Nashville and Chattanooga :						
Guaranteed by Covington	200,000	6					Mortgage (State endorsed)	1,500,000					
Cincinnati (exchanged)	100,000	6					Chat. and Clev. Subse. (endors.)	251,000					
Keokuk, Ft. D. Moines and Minn. :							* New Albany and Salem :						
City of Keokuk, 20 years	400,000	8					Crawfordsville	175,000	7				
City of Keokuk, (special tax)	160,000	10					1st Mortgage	500,000	10				
Keokuk, Mt. Pleasant and Muscat.	200,000	8					1st Mortgage	2,235,000	6				
Lee County	160,000	8					N. Hav., N. Lond. and Ston'gton :						
City of Keokuk	200,000	8					Mortgage	450,000	7	March & Sept.	New Haven.	1861	
La Crosse, Viroqua & Mineral Pt. :							2d Mortgage	200,000	6	Jan. & July.	"	1863	90
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		Extension	116,000	6	May & Nov.	"	1878	
Lehigh Valley :							New Haven and Northampton :						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	104	1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
La Crosse and Milwaukee :							1st Mortgage (H & Hamp.)	103,000	6				
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			New Jersey :						
2d Mortgage (Eastern Div.)	1,000,000	7					Company's (various)	642,500		Semi-ann'ly.	New York.	var.	10
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			New London Northern :						
2d Land Grant (Western Div.)	353,600	7	"	"			1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
3d Mortgage (whole road)	1,700,000	7					N. Ori'ns, Jackson and Gt. North.						
Unsecured Bonds	1,785,000	7					State (Miss.) Loan	255,000	8			'63-'78	
Lexington and Frankfort :							1st Mortgage Coupon	2,066,000	8	Jan. & July.	New York.	1893	
Mortgage, due 1864, '69 and '74.	108,000	6			Lexington.	'64-'74	N. Ori'ns, Opelousa and Gt. West.	641,000	6				
Little Miami :							Louisiana State Loan	1,600,000	6				
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	108	New Orleans City Subscription	568,000	8			1889	
Long Island :							1st Mortgage (S. F.)						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New York Central :						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	Premium (S. F.) Bonds	7,149,104	6	May & Nov.	New York.	1883	100
Extension Bonds	176,000	7	May & Nov.	"	1890	110	Buffalo and Niagara F. R. R. B'ds	24,000	7	Jan. & July.	"	1864	100
Long Dock Co. :							Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	"	1876	110
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Exchanged S. F. B'ds	683,000	6	May & Nov.	"	1883	100
Mortgages on Land	473,809	7	"	"			" ("B. & N. F.	78,000	6	"	"	1888	100
Louisville and Frankfort :							Real Estate (S. F.) Bonds	165,000	7	"	"	1883	100
Louisville Loan	100,000		Jan. & July.	New York.	1881		Real Estate Bonds & Mortgages	210,273	7	var.	"	var.	
1st Mortgage	201,000		"	"	'63-'78		"	25,502	6	"	"	1888	100
Louisville and Nashville :							Bonds of June, 1854	2,949,200	7	June & Dec.	"	1864	100
State (Tenn.) 1st Lien	569,500	6	Jan. & July.	New York.	'88-'92		Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	"	1876	100
1st Mortgage	1,804,000	7	Feb. & Aug.	"	1888		Bonds of Dec. 1862, (S. F.)		6	June & Dec.	"	1887	100
Lebanon Branch 1st Mortgage	41,000				var.		New York and Erie :						
Memphis Branch 1st Mortgage	300,000	7			var.		1st Mortgage	3,000,000	7	May & Nov.	New York.	1887	100
McMinnville and Manchester :							2d Mortgage	4,000,000	7	March & Sept.	"	1879	110
State (Tenn.)	372,000	6					3d Mortgage	6,000,000	7	"	"	1883	110
Mortgage	24,000	7					4th Mortgage	5,120,000	7	April & Oct.	"	1880	110
Mortgage	10,000	6					5th Mortgage	1,739,500	7	June & Dec.	"	1888	110
Maricopa and Cincinnati :							Buffalo Branch	200,000	7	Jan. & July.	"	1891	100
1st Mortgage Bonds	608,973	7	Feb. & Aug.	New York.	1891	98 1/2	New York and Harlem :						
1st Mortgage sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	100
Memphis and Charleston :							2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
State (Tenn.) Loan	1,100,000	6				1880	3d Mortgage	980,300	7	Jan. & July.	"	1867	100
1st Mortgage	1,600,000	7					New York and New Haven :						
Memphis, Clarkesv. and Louisv. :							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1886	100
State (Tenn.) Loan	210,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	100

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1882	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
North Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (Irredeemable)	1,500,000	6					Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (\$287,000)	324,000	6			1880	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and O. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	114	Coupon	159,000				1875	
N. O. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875		Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	100	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	68
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	22 1/2
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7	"	"	1861	27	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	99 1/2	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	100	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Chattel Mortgage	360,000	10	"	"	1887	114	2d Mortgage	185,000	7			1866	
Northern (N. H.):							3d Mortgage	318,500	7			1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	104	Six per cents	113,225	6			1878	
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Bonds for Dividend Serp.	100,000	7	"	New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7	April & Oct.	New York.	1858	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7			1880	
Construction	4,242,000	1	March & Sept.	"	1876	17	3d Mortgage	75,000	7			1870	
Income	3,320,000	1	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	6		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	67	South-Western (Ga.):						
State Loan (S. W. Branch)	1,285,000	6	"	"	87-89		1st Mortgage	631,000				1875	
Construction	8,235,000	7	"	"		50	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,280,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Stenbury and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	108 1/2	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,283,540	6	"	London.	1875		State (Mo.) Aid	3,501,000	6		New York.	90	
State Works Bonds	6,900,000	6	Jan. & July.	Harrisburg.	1894	105	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mort. (Coupon)	750,000	6	April & Oct.	Boston.	74-75		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	156,500	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	6	Jan. & July.	"	75-78	
Petrol and Ogawaka:							Syracuse, Binghamton and N. Y.:						
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mort. (E. Ext.) convertible.	600,000	8	June & Dec.	"	1873		St. Louis, Alton and Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	102
State (Va.) Loan (S. F.)	900,000	7					" " (series B)	1,100,000	7	April & Oct.	"	1894	101
1st Mortgage (1859-70-75)	365,000	6				var.	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	90
2d Mortgage (1859-70-75)	373,000	6				var.	" " (series D)	1,400,000	7	May & Nov.	"	1894	75
Special Mortgage (1858-68)	175,000	6				var.	" " Income (series E)	1,700,000	7	"	"	1894	75
Last Mortgage (1851 to 1869)	133,500	9				var.	Tennessee and Alabama:						
Phila. German'n and Norris'n:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1885	119	1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (nonconvertible)	408,000	5	Jan. & July.	Philadelphia.	1837		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99 1/2
" 1836	182,400	5	"	"	1880	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1849	2,950,000	6	April & Oct.	"	1870	102	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
" 1861	110,000	6	Jan. & July.	"	1871	100	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1843	1,631,800	6	"	"	1880	105	Interest Bonds	151,370	7				83
" 1844	810,000	6	"	"	1880	105	Vermont Central:						
" 1848	101,000	6	"	"	1880	105	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81
" 1849	67,000	6	"	"	1880	105	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
" 1857, (convertible)	2,480,500	6	"	"	1886	138	Virginia Central:						
" 1858	1,442,000	7	"	"	1886	133	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Phila. Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141 1/2	Mortgage (coupons)	926,000	6	"	New York.	1884	
Improvement	14,500	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellville.							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage	500,000	6	"	New York.	1872	30
Pittsburg, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	114	Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg.	var.	
" (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series G)	860,000	7	Jan. & July.	"	1912	103 1/2	Watertown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	300,000	7	March & Sept.	New York.	1880	107 1/2
" (series I)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series K)	860,000	7	April & Oct.	"	1912		Sterling (\$899,000)	4,319,520	5	April & Oct.	London.	68-71	
" (series L)	860,000	7	May & Nov.	"	1912		Dollar Bonds	550,000	6	"	Boston.	1875	103 1/2
" (series M)	860,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	68-76	104 1/2
3d	2,000,000	7	April	"	1912	92	Hudson and Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	107
	30,420	8	May & Nov.	"	1865		Wilmington and Manchester:						
Pittsburg and Stenburyville:							1st Mortgage	596,000	7	May & Nov.	New York.	1886	69 1/2
Mortgage	800,000	7	Feb. & Aug.	New York.	1866		2d Mortgage	200,000	7	"	"	1872	
Potomac and Watertown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago:							Sterling, issued in 1868	144,500	6			1868	
1st Mortgage	1,200,000				1873		Company's endorsed by State.	150,000	6			1875	



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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Dividends.	Price of
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.	Net.						
																			No.	No.		
30 Jun. '60	65.0				50.6			Alabama	1,461,386				877,953	508,500	105,255	1,515,704	54.0		101,102	37,800		
28 Feb. '59	30.3				58.1	2	2	Alabama and Florida	461,606	80,991			835,010	109,500	21,637	518,995	80.8		55,791	31,852		
31 May '60	109.6				57.8	11	9	Alabama and Mississippi	2,281,927	184,906			1,067,008	777,777	249,485	2,476,023	109.6		207,628	111,232		
30 Jun. '60	57.0				171.3			Ala. and Tennessee Rivers	1,500,000								57.0	236,791	76,773	21,000		
1 May, '61	469.3	13.6			49.4	40	28	Mobile and Girard	12,900,000									1,402,858	696,370			
29 Feb. '60	58.5	28.4				23	14	Mobile and Ohio	1,888,718	427,266	100,000	1,419,769	922,622	23,579	2,852,503	116.9		505,156	260,269	6		
3 Nov. '58	38.5				107.5			Montgomery and West Point.														
30 Dec. '60	22.5							Arkansas	553,877			351,524	446,000	10,725	811,949							
								California	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,594			
								Connecticut														
31 Jan. '63	23.8		1.9			4	7	Danbury and Norwalk	347,940	66,483		807,060	100,000		422,290	23.8		46,958	65,909	36,665	5	
31 Jan. '64	122.4	15.5			75.1	16	24	Hartford and New Haven	3,902,356	302,511		2,037,940	1,938,740	213,876	4,204,569	122.4		281,451	408,510	154,387		
31 Aug. '64	61.6	11.2				22	37	Hartford, Provid. and Fishkill	3,260,908	254,000	137,036	2,350,000	927,000		4,280,409	72.8		458,245	1,232,307	885,219	17	
31 Dec. '63	74.0					10	17	Hartford and New Haven	2,439,776			2,000,000	191,000	64,859	2,439,776	124.0		188,867	329,539	92,439		
31 Dec. '63	57.0					7	15	Housatonic	1,460,166			1,031,800	305,050	26,084	1,460,166	62.0		129,574	265,287	18,968	8	
29 Feb. '64	62.0							Saugatuck	2,705,304			738,538	750,000	166,429	1,644,967	62.0		172,124	212,553		117	
30 Nov. '63	8.48	5.9	9.3			3	3	N. Haven, N. London and Ston.	1,454,040	23,748		1,010,000	650,000		2,363,942			153,663	78,631		34	
31 Dec. '63	66.0					8	12	New Haven and Northampton	687,152			602,105	61,000		687,152	66.0		155,916	195,055	7	90	
31 Mar. '64	61.3	1.0	63.8			29	75	New London Northern	4,721,982	764,877		3,572,800	2,000,000		6,612,327	117.4		570,410	1,424,772	720,462	12	
30 Nov. '63	59.4	7.0	8.3			16	17	New York and New Haven	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4		307,841	432,559	180,839	6	
								Norwich and Worcester														
31 Oct. '60	84.3				10.7			Delaware	1,562,237			406,132	870,000	271,877	1,607,684	84.3		136,631	138,970	41,465		
31 Oct. '62	16.2							Newcastle and Frenchtown	704,360		18,536	744,520		6,024	749,544	5.0		27,238	10,290	9		
								Florida														
30 Apr. '60	154.2				150			Florida and Alabama	532,791			191,435	195,000	75,894	619,112	32.0		7,857	3,636			
30 Apr. '60	32.0		8.0		13.0	3	1	Fla. and Alabama														
30 Apr. '62	69.9		5.0					Fla. Atlantic and Gulf Central														
30 Apr. '62	100.0	3.9	10.0	153.5				Pensacola and Georgia														
								Georgia														
30 Jun. '60	56.7				16	7	124	Atlanta and West Point	1,192,359			1,250,000	126,000		1,507,355	86.7		418,036	265,827	8	125	
30 Jun. '62	92.6		8.7	70.9				Atlanta and Gulf-M. Trunk														
31 Dec. '60	53.0							Augusta and Savannah	1,032,200			733,700	129,500			53.0		168,998	95,612			
30 Apr. '60	43.5				23.7			Brunswick and Florida	765,000			1,611,887				21.0						
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800			4,366,800			6,590,173	229.0		879,468	1,715,026	764,574	10	
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,166,000		1,003,650	4,166,000	312,500			12,295		1,159,188	2,280,043	8	100	
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000			1,500,000			1,658,976	102.5		226,241	404,618	212,670	72	
31 July '59	50.0				7	2	107	Muscougee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425			2,921,900	396,500	19,913	3,622,913	228.8			388,863	13		
30 Sep. '59	133.0				52	24	705	Western and Atlantic	5,901,497			built and owned by State.				138.0		832,343	454,541			
								Illinois														
31 Dec. '68	220.0				52	32	846	Chicago and Alton	8,280,639			4,205,939	4,085,000		9,392,415	281.0		1,002,440	1,673,706	701,866	24	
30 Apr. '64	240.0	096.0	47.0		98	60	1,775	Chic. Burlington and Quincy	11,749,270	2,178,055		6,571,140	6,128,031		14,837,589	394.0		1,965,519	3,090,211	1,350,499	8	
1 Apr. '63	242.0				29.0	38	283	Chicago and Northwestern	12,325,859	510,983		3,731,316	3,335,000		228,641	13,147,136	242.0		1,083,054	448,503	424	
31 Mar. '64	181.8				61	69	1,195	Chicago and Rock Island	7,429,533			6,000,000	1,402,748		8,380,575	228.4		1,162,880	2,143,875	1,103,414	6	
31 Dec. '63	121.0	138.7	50.0		74	81	1,459	Galena and Chicago Union	5,040,164	1,366,988	525,451	6,028,400	3,506,000		10,952,115	341.7		1,484,056	2,201,481	1,279,408	6	
31 May '63	174.5	5.6	14.3		21	22	504	Great Western	4,039,561			1,645,561	2,350,000		4,214,842	180.0		742,097	377,476		654	
31 Dec. '63	454.8	252.5			116	103	2,978	Illinois Central	23,610,229			10,125,970	17,320,000		36,385,970	738.0		3,010,597	4,571,028	2,118,847	6	
	148.0							Ohio and Mississippi	4,870,586			1,780,295	3,292,403			148.0						
31 Dec. '68	196.0	14	12.2		31	30	424	St. Louis, Alton & Terre Haute	10,600,000			3,900,000	6,700,000		10,600,000	209.0		18 mos.	2,202,415	704,650	52	
								Indiana														
31 Aug. '57	109.0							Cincinnati and Chicago	2,080,433			1,106,679	1,008,125			108.0						
31 Dec. '57	109.0							Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100		51,772	2,283,748	109.0		249,887	119,342		
1 Dec. '58	72.4				19	17	266	Indiana Central	1,667,039	274,081	26,541	611,050	1,254,500		15,900	2,102,761	109.0		442,893	588,541		
1 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,389	1,659,900	1,382,284		140,689	3,468,108	110.0		448,868	230,334	9	
1 Dec. '63	84.0							Ind., Pittsburg and Cleveland	1,343,503		10,000	1,299,571	998,000		11,036	2,491,368	84.0		598,090	330,525		
1 Dec. '62	78.0		11.0		15	14	201	Jeffersonville	1,649,518		278,534	1,015,907	621,000		175,223	108.0		312,859	527,863	268,166		
31 Mar. '64	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,494,347			819,800	644,000		1,538,738	132.0		315,172	117,941	6		
	283.0							Louisv. N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	283.0			645,827	871,40	364	
30 Nov. '63	73.0				21	17	415	Terre Haute and Richmond	1,611,450		258,679	1,517,450	94,000		2,326,955	73.0		357,302	774,611	307,527	13	
								Iowa														
1 Jun. '58	75.5				201.5			Burlington and Missouri	1,514,257			762,733	665,000		92,668	1,542,768	50.0					
31 Dec. '59	86.0							Chicago, Iowa and Nebraska	1,350,000			516,072	860,000		369,034	86.0		7 mo's	85,239	46,771		
31 Dec. '63	103.0				269.0	10	7	Dubuque and Sioux City	83,260,485	63,951		2,998,253	300,000	37,020	3,529,922	100.0		134,831	276,197	155,889		
1 Jun. '58	38.5				101.3	4	1	Keok., Ft. Des Moines & Minn.	1,037,376	82,499		921,449	570,000			38.5		11 mo's	458,821	21,366		
30 Nov. '63	135.0	95.0			312.0			Mississippi and Missouri	4,198,000			2,760,000	4,600,000		16,000		238.0					
								Kentucky														
31 Oct. '59	80.0							Covington and Lexington	3,743,971	276,024		1,582,169	2,930,000		337,532	4,875,999	111.8		426,408	237,534		
30 Jun. '63	29.0							Lexington and Frankfort	597,950	52,800		514,753	106,000		741,051	29.0			99,320	53,335	4	
30 Jun. '63	65.1				13	6	160	Louisville and Frankfort	1,398,332		6,540	1,109,594	301,000		1,463,713	65.1		181,083	222,909	120,069	3	
30 Jun. '64	185.0	83.0	18.3	36.5	62	47	529</															

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.				Cars.				Property and Assets.					Liabilities.					Gross.				
	M.	M.	M.	M.	No.	No.	No.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	P. c.		
30 Nov. '02	56.0				6	4	74	MAINE.	1,050,000			151,833	444,638	205,534	757,381	38.5	76,244	79,761	43,461				
30 Jun. '02	149.0				41	17	349	Androscoquin	6,788,205	867,734		2,494,900	3,065,491		7,858,476	149.0	oper. by	64,882	1,018,326	482,656		45	
30 Sep. '01	98.0	9.6			13	11	120	Atlantic and St. Lawrence	2,871,284			1,287,779		271,143	2,999,998	109.6	139,953	172,113	91,487				
31 May, '03	99.7	9.6			13	9	231	Kennebec and Portland	4,211,878			21,925	1,050,505	3,068,421	153,362	4,259,303	109.2	186,246	323,032	174,028			
31 May, '04	31.3				10	4	109	Maine Central	1,600,000			100,000	1,600,000		1,649,414	51.3	154,991	350,553	188,121	6	111		
31 May, '05	37.0							Portland, Saco and Portsmouth	783,763				556,900			37.0		55,403	23,404				
30 Sep. '00	279.6	7.2			235	124	3,272	MARYLAND.	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	266.6		3,922,203	2,305,788		113		
30 Sep. '00	30.0				7	33	167	Baltimore and Ohio	1,650,000			1,650,000			1,650,000	30.0	187,427	462,880	290,840	9	127		
31 Dec. '00	135.0	4.0	16.4		58	29	1,818	Washington Branch	7,916,244	774,568	501,895	2,260,000	4,850,000		10,346,232	261.6	1,012,096	2,307,448	620,581	6	57		
30 Nov. '03	26.7	1.3	43.3		22	40	616	MASSACHUSETTS.	2,245,248	183,345		1,880,000	440,000	5,629	2,275,629	70.9	372,055	503,715	167,051	6	104		
30 Nov. '03	74.3	8.8	61.1		36	74	636	Boston and Lowell	4,890,849	446,557	498,908	4,076,974			4,076,974	119.3	649,882	1,018,326	482,656	8	130		
30 Nov. '03	47.0	7.0	82.5		25	41	238	Boston and Maine	2,982,600	207,400		3,160,000	87,720		3,247,720	61.8	423,301	853,727	397,729	9	142		
30 Nov. '03	46.6	24.0	62.5		80	65	513	Boston and Providence	2,082,694	437,416	100,000	4,500,000			4,600,000	83.6	673,514	1,202,654	488,357	9	144		
30 Nov. '03	46.0	1.1	2.7		7	16	102	Boston and Worcester	907,780	123,866		681,666	121,000		1,087,722	47.1	77,036	130,058	69,191	6	69		
30 Nov. '03	50.9	2.4	9.5		12	19	164	Cape Cod Branch (par 60)	1,614,376	187,568		1,691,100	250,000		1,943,286	52.4	169,351	344,194	168,008	6	108		
30 Nov. '03	44.2	30.5	27.5		29	71	424	Connecticut River	4,907,268	315,166	264,102	3,000,000	1,837,600	56,500	4,864,100	89.0	477,759	812,556	390,594	6	104		
30 Nov. '03	50.9	42.5	74.8		25	37	467	Eastern	3,139,861	350,149		3,540,000			3,874,507	93.4	389,738	732,262	328,043	8	119		
30 Nov. '03	12.4		2.3		5	16	60	Fitchburg	332,886	80,275		200,000	75,000	3,961	387,496			21,780	21,275	6			
30 Nov. '03	14.5	17.2			10	17	204	Lowell and Lawrence	558,919	95,684		600,000			704,336	71.0	167,154	223,794	69,077	3	102		
30 Nov. '03	30.1	1.5	1.2		4	6	19	Nashua and Lowell	490,160	52,518	14,000	500,000	285,000		785,500	36.7	41,995	164,207	64,797	6	107		
30 Nov. '03	33.0		0.7		4	6	19	New Bedford and Taunton	1,079,387	49,222		357,155	662,900	206,508	1,245,655	30.3	67,848	53,233			104		
30 Nov. '03	79.5	7.8	29.5		25	64	606	N. York and Boston Air Line	3,179,661	254,503		3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,068	411,544	7	127		
30 Nov. '03	43.4	1.0	14.9		13	16	268	Old Colony and Fall River	1,409,228	213,132		1,650,000	26,000		1,676,000	44.4	226,461	384,512	169,145	8	140		
30 Nov. '03	16.9		1.7		3	4	197	Providence and Worcester	581,470	82,543		243,306	26,000	1,886	611,592			17,520	17,520	1	110		
30 Nov. '03	11.1	0.6	1.2		3	11	72	Salem and Lowell	275,429	39,727		250,000			298,962	11.7	51,676	165,405	33,695	8	116		
30 Nov. '03	6.1							Taunton Branch	1,903,250			923,942	979,308		1,903,250			271,815	140,136			404	
30 Nov. '03	99.8	8.0	6.5		10	13	179	Troy and Greenfield	3,309,557	207,343		2,214,226	925,760		3,821,995	77.3	112,506	2,439,838	1,382,881	10	152		
30 Nov. '03	166.1	17.3	128.6		73	68	1,179	Vermont and Massachusetts	1,179,148	1,095,712		6,150,000	6,267,520		7,456,010	218.0	1,276,925	2,439,838	1,382,881	10	152		
30 Nov. '03	46.7		9.8		10	12	145	Western (incl. Alb. & W.S. etc.)	1,110,597	116,000		1,141,000	103,700	39,891	1,278,159	45.7	188,647	251,024	132,153	6	95		
31 Mar. '03	93.5		5.6		14	10	232	Worcester & Nashua (par 53)	2,850,000			1,800,000	1,050,000		2,850,000			241,279	124,406			624	
30 Nov. '03	63.6		8.0		18	16	246	Boston, Concord and Montreal	2,475,846	322,268		2,085,925	686,400		2,969,852	53.6	838,025	382,183	180,645	2			
31 Mar. '03	34.5				21	22	494	Cheshire	1,600,000			1,000,000			1,604,506	61.3		470,078	125,286	7	62		
31 Mar. '03	29.3		2.8					Concord (par 50)	1,066,346			1,000,000	12,300	20,904	operated by			37,791	11,913			113	
31 Mar. '03	29.3		2.8					Manchester and Lawrence	993,258			598,688	598,000		1,091,688			366,846	153,718	4	81		
31 Mar. '03	69.2	13.0	12.6		24	14	424	Merrimack and Conn. Rivers	3,068,400			2,200,000	60,114	3,245,214	82.0		81,121	13,183					
30 Apr. '03	24.7		2.2		6	2	60	N. York and Boston Air Line	3,179,661	254,503		3,015,100	418,000	339,615	3,771,015	44.4	226,461	384,512	199,145	8	140		
31 Dec. '02	64.2		8.1					Providence and Worcester	581,470	82,543		243,306	26,000	1,886	611,592			17,520	17,520	1	110		
31 Dec. '02	64.2		8.1					Salem and Lowell	275,429	39,727		250,000			298,962	11.7	51,676	165,405	33,695	8	116		
31 Dec. '02	64.2		8.1					Taunton Branch	1,903,250			923,942	979,308		1,903,250			271,815	140,136			404	
31 Dec. '02	64.2		8.1					Troy and Greenfield	3,309,557	207,343		2,214,226	925,760		3,821,995	77.3	112,506	2,439,838	1,382,881	10	152		
31 Dec. '02	64.2		8.1					Vermont and Massachusetts	1,179,148	1,095,712		6,150,000	6,267,520		7,456,010	218.0	1,276,925	2,439,838	1,382,881	10	152		
31 Dec. '02	64.2		8.1					Western (incl. Alb. & W.S. etc.)	1,110,597	116,000		1,141,000	103,700	39,891	1,278,159	45.7	188,647	251,024	132,153	6	95		
31 Dec. '02	64.2		8.1					Worcester & Nashua (par 53)	2,850,000			1,800,000	1,050,000		2,850,000			241,279	124,406			624	
31 Dec. '02	64.2		8.1					Boston, Concord and Montreal	2,475,846	322,268		2,085,925	686,400		2,969,852	53.6	838,025	382,183	180,645	2			
31 Dec. '02	64.2		8.1					Cheshire	1,600,000			1,000,000			1,604,506	61.3		470,078	125,286	7	62		
31 Dec. '02	64.2		8.1					Concord (par 50)	1,066,346			1,000,000	12,300	20,904	operated by			37,791	11,913			113	
31 Dec. '02	64.2		8.1					Manchester and Lawrence	993,258			598,688	598,000		1,091,688			366,846	153,718	4	81		
31 Dec. '02	64.2		8.1					Merrimack and Conn. Rivers	3,068,400			2,200,000	60,114	3,245,214	82.0		81,121	13,183					
31 Dec. '02	64.2		8.1					N. York and Boston Air Line	3,179,661	254,503		3,015,100	418,000	339,615	3,771,015	44.4	226,461	384,512	199,145	8	140		
31 Dec. '02	64.2		8.1					Providence and Worcester	581,470	82,543		243,306	26,000	1,886	611,592			17,520	17,520	1	110		
31 Dec. '02	64.2		8.1					Salem and Lowell	275,429	39,727		250,000			298,962	11.7	51,676	165,405	33,695	8	116		
31 Dec. '																							



An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies rolling stock not included in the cost of the railroad. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line	Lateral and Branch Lines	2d Track and Sidings	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Earnings.		
						Passenger.	Freight, etc.		Railroad and Apparatus.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.	Net.			Dividends.	Price of shares.			
																					No.	No.	No.
PENNSYLVANIA.																							
31 Dec. '73	93.0	25.0	11.0	19.0	23	6	406	Atlantic and Great Western	5,624,039	*	*	1,763,506	3,856,000	*	5,634,039	100.0		369,215	171,286				
31 Dec. '73	24.5		24.9		19	3	1,306	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,089	583,219	342,661	22	75		
31 Dec. '73	65.0						1,859	Catawissa	3,634,000			3,500,000	284,000	3,368,380	3,852,380	146.0	328,613	308,607	11,465		16		
31 Oct. '73	52.0			4.0	12	6	68	Cumberland Valley	1,131,037	*	*	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,198	8	104		
31 Oct. '73	110.7	2.8	47.2		74	20	4,832	Del., Lackawanna and West'n	7,018,294	2,160,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,093	828,143	9	205		
31 Oct. '73	35.8	1.1	3.2		7	4	65	Del. Pennsylvania	1,161,430	104,941		604,190	598,400		1,212,590	36.9	151,820	288,243	160,183				
31 Dec. '73	78.0				16	7	647	Elmira and Williamsport	2,083,607			1,000,000	1,000,000	Leas'd to North'n Cen.	1,000,000	18.8	144,871	423,358	169,268	10	324		
31 Oct. '73	18.6							Erie and Northeast	700,000			600,000	400,000		1,000,000	18.8	144,871	423,358	169,268	10	324		
31 Oct. '73	36.9	18.6	1.0					Harrisburg and Lancaster	1,882,560			1,182,550	700,000		1,882,550	55.5	oper. by Penn. R.R. Co.			7	69		
31 Oct. '73	32.0			44.3	3	2	10	Hempfield	1,616,560	41,340		1,809,765	500,000	100,000	2,409,565	32.3	27,800	87,047	4,163				
31 Oct. '73	31.3	14.5	10.5		14	2	100	Huntingdon and Broad Top	1,927,240			622,345	1,325,992		2,174,427	54.0	143,578	259,629	101,070		294		
31 Dec. '73	60.0				16	7	1,068	Lackawanna and Bloomsburg	2,802,546			710,000	1,929,065	68,833	2,707,899	80.0	385,700	478,113	243,838				
31 Oct. '73	46.0	34.0	32.0		29	12	1,209	Lehigh Valley	2,822,008	869,222		2,297,250	1,465,000	58,127	3,820,377	88.0	386,944	1,320,058	774,074	10	814		
31 Oct. '73	23.5	5.5	4.0		10		61	Little Schuylkill	1,371,568			2,646,100	960,000	62,227	3,608,327	(Phil'a. & Reading R. R.)					7	454	
31 Oct. '73	24.5	103.6	63.3		31		51	Mine Hill and Schuylk. Haven	3,311,612			4,132,935			4,132,935	180.0	319,162	363,367	89,991	8	00		
30 Nov. '73	65.0	13.2	10.5		17	27	613	North Pennsylvania	5,485,709	404,794		3,147,750	810,287		6,262,037	68.8	274,990	511,998	273,391	30			
31 Dec. '73	300.8	56.1	319.0		293	173	4,923	Pennsylvania	27,048,814	3,543,484	2,383,457	13,430,250	16,949,124		35,245,668	356.9	5,311,202	1,891,418	5,111,412		674		
31 Oct. '73	17.0	7.0	42.5		15	41	101	Phila., German'n & Norrist'n	1,131,079	235,439		1,267,200	405,400		1,672,200	24.0	244,425	332,439	179,565	9	60		
31 Oct. '73	230.0			58.0	36	5	539	Phila. and (Sunbury) Erie				6,010,944	8,528,000		80,151	18,619,096	230.0	428,759	699,300	193,486	7	31	
30 Nov. '73	147.4	51.1	211.3		166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,697,328		26,613,828	403.0	2,721,689	6,252,902	3,706,900	7	684		
31 Oct. '73	23.5							Philadelphia and Trenton	613,882			999,200	250,000		1,249,200	28.2	137,074	644,050	353,648	10	145		
31 Oct. '73	95.9							Phila., Wilmington and Balt.	8,745,500			8,477,500	1,017,500		9,495,000	200.5	647,000	2,540,248	1,602,119	10	674		
31 Dec. '73	59.5	6.4	89.5		11	10	61	Pittsburg and Conneville	2,064,384	124,432		1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,857	105,356	9	12		
31 Dec. '73	468.3				146	109	1,560	Pittsb'g, Ft. Wayne & Chicago	18,191,287			6,164,582	12,935,173		19,932,741	468.3	3,472,914	5,182,934	2,106,626		1024		
31 Dec. '73	28.0							Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to North'n Cen.	40,476	144,728		87,112		10	40		
31 Oct. '73	29.6				6	4	196	Tioga	739,967	106,553		367,300	396,500	65,203	832,009	29.6	75,358	126,693	79,976	7	48		
RHODE ISLAND.																							
31 Aug. '73	50.0			2.0	12	17	103	N. Y., Providence and Boston	2,158,000			1,508,000	256,800				62.0	297,700	421,757	199,155	64	120	
30 Nov. '73	13.6			0.5	4	3		Providence, Warren & Bristol	424,943	13,299		437,117	8,500				18.6	24,916	31,702	9,718			
SOUTH CAROLINA.																							
31 Dec. '73	54.9				47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,886	195,266	197,905	1,099,536	51.9						
31 Dec. '73	109.6				18	9	176	Charlotte and South Carolina	1,719,465			1,201,000	884,000				100.8						
1 Jan. '79	143.2	21.3						Greenville and Columbia	2,339,766	324,161		1,429,008	1,146,000	245,546			164.5						
29 Feb. '79	102.0							North-Eastern	2,011,652	*		986,743	960,410	108,172	2,057,325	102.0							
31 Dec. '73	136.0	108.0			62	59	790	South Carolina									1,499,636	701,943	7				
TENNESSEE.																							
30 Sep. '70	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.0							
1859.	33.0				12	10	171	East Tennessee and Georgia	3,637,267			1,289,873	2,020,000	200,000			146.0						
1859.	140.0				10	10	128	East Tennessee and Virginia	2,310,033	158,264		536,654	1,902,000	390,407			130.3						
1859.	271.6	19.4	20.0		43	37	687	Memphis and Charleston	5,866,578	878,069	123,364	3,809,949	2,659,000	260,112	7,627,797	291.0							
1859.	271.6	16.0	20.0	3.9	9	6	242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000									
1859.	100.0		30.6	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		729,721	740,000										
1859.	59.0				40.1	7	5	119	Mississippi and Tennessee	1,137,400			795,285	554,949	519,513		59.4	69,870	177,256	60,029			
1859.	47.4		2.3		4	5	48	Mississippi Central and Tenn.	892,710	82,908		817,447	632,500	22,369		47.4	54,176	83,129	44,666				
1859.	34.2		7.0		12	2	81	McMinnville and Manchester	553,907	56,516		144,894	406,000	5,000		34.2	30,065	23,808	13,892				
30 Nov. '70	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,652,882	*		2,056,544	1,731,000				159.0						
1859.								Nashville and Northwestern				596,932	860,000	204,544			45.8	57,950	127,953	87,243			
1860.	45.8		4.2	11.7	6	6	32	Tennessee and Alabama	76,016	76,016		216,962	413,000	406,477			30.0		1,248				
1859.	39.0		0.6	8.0				Winchester and Alabama															
TEXAS. (all aided by State).																							
	32.0							Buffalo Bayou, Braz. & Col'do										52.0					
	56.0							Galvest., Houst. & Henderson										36.0					
	60.0							Houston and Brazoria	1,250,000			275,000	240,000	171,520			50.0	31,300	32,670				
1 May '70	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000			70.0	102,200	182,846	106,565			
	59.0							San Antonio & Mexican Gulf.									25.0						
VERMONT.																							
31 May '74	110.3				9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000				90.7	139,877	308,550	167,430		67	
31 Aug. '73	119.6				26	25	568	Rutland and Burlington	3,961,706	556,376		2,233,876	820,000	895,219	8,936,136	119.6	449,251	423,027	112,183				
31 Aug. '73	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	263,633		1,097,000	800,000				103.5	845,427	248,004	106			
21 May, '73	117.0	2.0	21.0		42	46	541	Vermont Central	5,406,056	*		5,000,000	3,500,000	1,500,000	10,000,000	117.0	745	836,269	941,045	262,887		11	
31 May, '73	47.0	8.5	4.1	9.7				Vermont and Canada	1,697,500			1,397,500					23.7	48,995	61,267	26,451	8	112	
30 Jun. '73	23.7		0.9		4	6	39	Vermont Valley	1,218,274	89,612		516,164	793,200		1,301,883		23.7						
30 Jun. '73	69.0	5.5	3.6					Western Vermont	1,058,500			332,000	700,000				ope. r.h.Troy		53,852				
VIRGINIA.																							
1 Aug. '59	41.3				122.1			Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	261,188	88,131	1,634,194		113.7	708,034	126,302	43,062			
30 Sep. '59	77.2	8.9	3.8	105.6	9	5	251	Manassas Gap	2,942,548	210,680		2,969,891	715,500	118,789			79.2	47,702	54,121	16,332			
30 Sep. '59	73.8		4.8		5	2	72	Norfolk and Petersburg	2,006,875	122,156		1,500,124	860,610	155,161	9 months		103.5						
30 Sep. '59	103.5							Northwestern Virginia	5,322,150			2,068,000	5,719,229				187.7						
30 Sep. '73	83.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655			2,617,500	590,056				163.4						
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,940,636	374,996		1,365,800	1,851,500	292,842	4,74								

## PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Pay'd.	Market Price.
Agricultural Branch, (guar.)	\$40,000	6	00	---
Atlantic & St. Lawrence (guar'd.)	2,440,900	7	00	---
Berkshire (guar'd.)	600,000	7	00	---
Boston, Concord & Montreal (pref.)	800,000	7	00	70
" " (new pref.)	854,000	6	00	---
Buffalo, N. Y. & Erie, (guar'd.)	850,000	7	00	---
Camden & Atlantic (preferred)	620,800	7	00	21
Catawba (preferred)	1,150,000	7	00	39
Chesapeake (guar'd.)	350,000	7	00	---
Cayuga & Seneca (guar'd.)	345,500	7	00	---
Chesapeake (preferred)	2,017,825	7	00	52
Chicago & Alton (preferred)	2,425,500	7	00	92
Chicago & Northwestern (pref.)	2,400,000	7	00	81
Coshocton (preferred)	177,750	8	00	---
Ct. & Passumpsic Rivers, (pref.)	1,55,200	10	00	67
Cumberland Valley (1st preferred)	241,900	8	00	---
" (2d preferred)	245,000	8	00	---
Detroit & Milwaukee (preferred)	1,500,000	8	00	---
Dubuque & Sioux City (preferred)	1,397,514	7	00	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	8	00	---
Elmira & Williamport (preferred)	800,000	8	00	---
Erie (preferred)	8,535,700	7	00	51
Hannibal & St. Joseph (preferred)	5,257,356	7	00	101
Harrisburg & Lancaster (guar.)	1,182,100	7	00	46
Housatonic (preferred)	1,100,000	8	00	104
Indianapolis & Madison (pref.)	407,900	8	00	---
Kennebec & Portland (preferred)	247,000	6	00	---
" (new pref.)	125,000	6	00	---
Lackawanna & Bloomsburg (pref.)	500,000	7	00	---
Marquette & Cincinnati (1st pref.)	5,105,334	7	00	55
" (2d pref.)	3,424,184	7	00	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	00	143
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	00	115
" (2d pref.)	1,014,000	7	00	92
Milwaukee & St. Paul (preferred)	2,235,000	7	00	82
New Haven & Northampton (guar.)	1,010,000	4	00	---
New York & Harlem (preferred)	1,500,000	8	00	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	00	---
Potomac & Hudson (guar'd.)	630,000	8	00	---
Potomac & Ramapo (guar'd.)	248,000	5	00	---
Peoria & Bureau Valley (guar.)	1,200,000	6	00	---
Philadelphia & Reading (pref.)	1,551,800	7	00	---
Philadelphia & Trenton (guar.)	1,000,000	7	00	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	00	93
Pittsfield & North Adams (guar.)	450,000	6	00	100
Port, Susq. & Portsmouth (guar.)	1,500,000	6	00	---
Rutland & Burlington (preferred)	382,700	8	00	---
" (preferred)	608,176	6	00	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	00	72
Toledo & Wabash (preferred)	982,900	7	00	70
Troy & Greenbush (guar'd.)	274,400	6	00	---
Vermont & Canada, (guar'd.)	1,600,000	8	00	---
Warren (guar'd.)	1,207,750	7	00	---
White Mountains (guar'd.)	200,000	5	00	---
Wrightav. Y. & Gettysburg (guar.)	317,050	2	00	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware					
1st Mortgage	\$2,557,343	6 J. & J.	1886	103	---
Chesapeake & Ohio					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" " sterling	4,375,000	6	1860	---	---
Preferred bonds	1,700,000	6	18	---	---
Bonds guar. by Virginia	200,000	6	18	---	---
Delaware Division					
1st Mortgage	800,000	6 J. & J.	1878	95	---
Delaware & Hudson					
1st Mortgage	600,000	6 J. & D.	1865	110	---
2d Mortgage	300,000	6 M. & S.	1870	---	---
Delaware & Raritan					
See Camden & Amb. R.R.					
Erie and Penn.					
1st Mortgage	752,000	7 J. & J.	1865	---	---
Interest Certificates	161,990	6	1868	---	---
Lehigh Navigation					
1st Mortgage	2,789,682	6 M. & S.	1870	107	---
Monongahela Navigation					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	67,000	6	1865	---	---
Morris					
1st Mortgage	463,500	6 A. & O.	1878	105	---
2d Mortgage	294,750	6	---	97	---
North Branch					
1st Mortgage	860,000	6 M. & N.	1876	40	---
Schenck Navigation					
1st Mortgage	1,764,550	6 M. & S.	1872	95	---
2d Mortgage	3,990,670	6 J. & J.	1892	88	---
Improvement	568,500	6 M. & N.	1876	90	---
Seneca & Tide Water					
Maryland Sterling Loan	816,000	6 J. & J.	1865	---	---
Md. stg. loan converted	200,375	6	1865	---	---
Mortgage bonds	998,000	6	1878	---	---
Preferred Interest b'ds.	227,500	6	1873	27	---
Union, (Pa.)					
1st Mortgage	2,500,000	6 M. & N.	1883	154	---
West Branch & Susq'a.					
1st Mortgage, 6% fund	450,000	6 J. & J.	1878	78	---
Wyoming Valley					
1st Mortgage	650,000	6 J. & J.	1878	05	---

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Div'ds.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,503	---	70
Chesapeake and Ohio	100	8,224,596	---	---
Delaware Division	100	1,633,350	---	38
Delaware and Hudson	100	7,500,000	10	185
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	2,479,950	6	76
" (scrip)	50	1,803,000	6	---
Monongahela Navigation	50	726,800	8	---
Morris, (consolidated)	100	1,025,000	5	99
" (preferred)	100	1,175,000	10	183
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schenck Navigation (consolid.)	50	1,932,457	---	38
" (preferred)	50	2,722,607	---	39
Susquehanna and Tide Water	50	2,048,200	---	14
Union (preferred)	50	2,750,000	---	8
West Branch and Susquehanna	100	1,000,000	6	186
Wyoming Valley	50	700,000	16	78

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.			
IRON—Duty: Bars, 1 to 14 cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 17 cents per lb.; Pig, 20 per ton; Polished Sheet, 3 cents per lb.			
Pig, Scotch, No. 1	(cash)	per ton 60	@ 65
Pig, American, No. 1	---	---	@ 60
Bar, Swedes, assorted sizes	(in gold)	---	@ 92 50
Bar, English, Refined	---	---	@ 205
Bar, English, common	---	---	@ 190
Band, English	---	---	@ 230
Horse Shoe	---	---	@ 225
Rods, English	---	---	@ 205
Hoop, English	---	---	@ 310
Nail Rod	---	per lb.	15 @ 17
Sheet, Russia	---	per lb.	29 @ 32
Sheet, English, Single, Double and Treble	---	---	94 @ 12
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 8 cents per lb.; over 11 cents, 34 cents per lb. and 10 per cent. ad. val.			
English, Cast	(1st & 2d qly.)	per lb.	20 @ 38
English Spring	(1st & 2d qly.)	---	18 @ 21
English Blister	(1st & 2d qly.)	---	20 @ 32
English Machine	---	---	22 @ 30
American, Blister	---	---	18 @ 34
American, Cast, Hammered	---	---	19 @ 23
American, Cast, Rolled	---	---	15 @ 20
American Spring	---	---	20 @ 23
German	---	---	---
Milan (in bond)	---	---	---
COPPER—Duty: Pig, Bar and Ingot, 24; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 34 cents per lb.			
Sheathing, New	(suits)	per lb.	@ 65
Sheathing, &c. Old	(cash)	---	@ 41
Sheathing, Yellow	---	---	@ 50
Pig, Chile	---	---	@ 65
Boils	---	---	@ 65
Braziers	---	---	@ 65
American Ingot	(cash)	---	@ 48
LEAD—Duty: Pig, 22 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 24 cents per lb.			
Galena	---	per 100 lb.	@ 15
Spanish	---	---	@ 15
German Refined	---	---	@ 15
English	---	---	@ 15
Bar	---	per lb.	@ 18
Pipe and Sheet	---	---	@ 22
TIN—Duty: Pig, Bar and Block, 15 per cent. ad. val.; Plate and Sheets and Tens Plates, 24 cents per lb.			
Banco	---	per lb.	@ 63
Straits	---	---	@ 63
English	---	---	@ 65
Plates, Charcoal I. C.	---	per box 21	@ 22
Plates, I. C. Cooke	---	---	@ 19
Terne, Coke	---	---	@ 15 50
Terne, Charcoal	---	---	@ 15 50
NAILS—Duty: Cut 14; Wrought 24; Horse Shoe 5 cents per lb. (Cash).			
Cut, 4d. @ 6d.	(cash)	per 100 lb.	@ 10
Clinch	(cash)	---	@ 11
Horse Shoe, Forged	(cash)	per lb.	@ 40
Wrought, English	(cash)	---	@ 70
Attable Horse, Norway Iron, Forged	---	---	@ 60
Zinc Nails	(6 moa)	---	@ 25
INDIA RUBBER—Duty: 10 per cent. ad. val.			
Para, Fine	---	per lb.	@ 1 10
Para, Coarse and Medium	---	---	@ 70
Carthagen, &c.	---	---	@ 72
Guayaquil	---	---	@ 70
PETROLEUM—Duty: Crude, 10 cents; Refined, 30 cents per gallon.			
Crude, 40 @ 47 gravity	---	---	@ 47
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)	---	---	@ 37
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)	---	---	@ 68
Naphtha, Refined, (60 @ 63 gravity)	---	---	@ 52

## New York Stock Exchange.

## Actual Sale Prices for the week ending Nov. 23.

	Th 17.F.18	Sat 19.M.21	Tu 22.W.23
American Coal Co.	80	75	75
At. & Gt. W. (O) 1st m't.	---	---	78
Buffalo, N. Y. & E., 1 M.	---	---	---
California 7s	161	---	152
Central Am. Translt.	82	83	83
Chicago & Alton	85	88	90
" " pref.	---	---	---
" " 1 M.	---	---	108
" " Inc'ds	---	---	---
Chicago, Burl. & Q.	115	115	116
" " 8 p.c.	---	---	---
Ohio, & Northwest'n.	43	42	43
" " pref.	80	80	81
" " 1st M.	96	96	95
" " 2d M.	---	---	---
" " S. F.	---	---	---
" " A. B.	---	---	---
" " I. B.	---	---	---
Chicago & Rock Isl.	105	103	103
" " 1st M. 70	---	---	---
Clev., Col. and Cin.	170	---	---
Clev. and Pittsburg	104	103	103
" " 1 M.	---	---	---
" " 2 M.	105	---	---
" " 3 M.	---	---	---
Clev. and Toledo	112	110	109
" " S. F. 7 p.c.	---	---	---
Cumberland Coal, pref. 48	49	47	48
Del. & Hudson Canal	185	---	---
Del., Lack. & West.	200	205	---
" " 1 M. S. p. 71-6	---	---	---
" " 2 M. S. p. 81	---	---	---
Erie	98	96	96
" " pref.	104	102	101
" " 1 M. 7 p.c. 67	---	105	---
" " 2 M. 7 p.c. 79	---	---	---
" " 3 M. 7 p.c. 83	117	---	---
" " 4 M. 7 p.c. 80	112	---	---
" " 5 M. 7 p.c. 88	---	---	---
Galena and Chicago	---	---	---
" " 1 M. 7 p.c. 82	---	---	---
Hann. & St. Joseph	---	---	---
" " pref.	---	40	---
" " bonds	---	---	---
Hudson River	120	119	119
" " scrip	---	---	---
" " 1 M. 7 p.c. 69	---	---	---
" " 2 M. S. F.	---	---	116
" " 3 M. 7 p.c. 75	---	---	---
" " conv. bonds	---	---	---
Illinois Central	125	124	125
" " Can. b'ds.	---	---	---
" " bonds	---	---	---
Marquette & Cin. 1st pref.	---	---	---
" " 2d	---	---	---
" " 1st mort.	---	---	---
Mariposa Mining Co.	33	34	33
Michigan Central	125	125	126
" " S. F. S. p. 82	---	---	---
" " conv. S. p. c. 69	---	---	---
M. S. and N. I.	72	70	70
" " guar'd.	---	143	---
" " 1 M. S. F.	108	---	---
" " 2 M.	100	---	---
Mil. and P. du Chien	51	51	49
" " 1st pref. 110	---	---	---
" " 2d pref.	---	---	---
" " 1st M.	---	---	---
Minnesota Mining Co.	---	---	---
Miss. & Mo.	---	---	---
" " L. G. bonds	---	---	---
Missouri 6s	61	61	61
" " as to H. & St. J. R. 85	---	---	---
" " Pacific	68	67	67
New York Central	121	121	121
" " 7s, 1864	---	---	---
" " 7s, S. F. 76	---	---	---
" " 7s, conv. 76	---	---	---
" " 6s, S. F. 83	108	---	---
" " 6s, S. F. 87	---	---	---
N. York & Harlem	---	---	---
" " pref.	---	---	---
" " 1 M. 7 p.c. 78	107	---	---
" " 2 M. 7 p.c. 84	---	---	---



## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---
U. S. 5s, 1886, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup.	97	96½	96½	97½	97½
U. S. 5s, 10-40s, reg.	---	---	---	---	---
U. S. 5s, 1881, reg.	111	---	---	---	---
U. S. 5s, 1881, coup.	110½	110½	110½	110½	110½
U. S. 5s, '81, O. W. L. y.	---	---	---	---	---
U. S. 5s, 1881, " 4y.	---	---	---	---	---
U. S. 5s, 1887, reg.	122	---	---	---	---
U. S. 5s, 1888, reg.	117	---	---	---	---
U. S. 5s, 1888, coup.	---	---	---	---	---
U. S. 5s, 1 year certif.	96½	96½	96½	96½	96½
U. S. 5s, 6-20s, coupon	104	103½	104½	104½	104½
U. S. 5s, 6-20s, new	104	103½	104½	104½	104½
U. S. 5s, " reg.	103½	103½	---	---	---
7.30 Note, Feb. & Aug.	---	---	---	---	---
" " Apr. & Oct. 115½	113	115	116	115	118½
American Gold	214½	217½	221½	223½	223½

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

W. 16. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.

Beaver Meadow	---	---	---	---	---
Ottawissa	---	---	---	---	---
" preferred	40	39	---	---	---
Camden & Amboy	151	151	152½	152	---
" " 6s, '67, 108½	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	---	---
" " 6s, '83	---	---	---	---	---
" " 6s, '89	---	---	---	---	---
" mort. 6s, 89, 108	---	107½	---	---	106
Ches. & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	---	---	---	---	---
Elmira & W. report	---	---	---	---	---
" " pref. 51	---	---	---	---	---
" " 7s	---	---	---	---	---
Harrisburg	---	---	---	---	---
Lehigh Navigation	76	---	---	---	---
" 6s	---	---	---	---	---
Lehigh Valley R. R.	82½	81½	---	---	103
" 6s	---	---	---	---	---
Little Schuylkill R. R.	45½	45½	---	---	45½
" 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" 6s	---	---	---	---	---
Minehill	60½	60	---	---	60
Morris Canal	96	---	---	---	99
" pref.	---	---	153	---	---
" 6s '76	105	---	---	---	---
North Pennsylvania	---	30½	---	---	---
" 6s, 100	100	100	---	---	100
" 10s	---	---	---	---	---
Northern Central	55	---	58	57	---
Pennsylvania R. R.	68	65½	65½	67½	67½
" 1st m.	---	112	---	---	112
" 2d m.	---	---	108½	---	---
Penn. State, 5s	94	94½	---	---	---
" 6s, coupon	---	---	---	---	---
" 6s, W. L.	104	---	---	---	---
Philadelphia City, 6s	100½	102	---	---	---
" new, 102	102	101½	102	101½	---
Philad. Germ. & Nor.	---	59½	60	60	---
Phila. & Reading	68½	67½	67½	68½	69½
" 6s, '86	---	---	---	---	---
" 6s, '70	102	---	---	---	102
Philadelphia & Erie	---	30½	---	---	31
" 6s	106½	106	106½	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	33	33	---	---	---
" pref. 39½	39	39	40	39	---
" " 6s '82	---	---	---	---	---
" " 6s '76	---	---	---	---	---
" " 6s '72 98	---	95	---	---	---
Sunbury and Erie, 7s, 106	---	107	---	---	---
Susq. Canal	14	14½	14	14½	---
" 6s '78	61	---	---	---	---
Union Canal, pref.	---	---	---	---	---
" 6s '83	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal, 30	---	78	---	---	---
" bonds	---	---	---	---	---
Arch street, (Horse)	15	---	---	---	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates	---	28	---	---	---
Race and Vine	---	---	---	---	---
2d and 3d streets	---	---	70	---	---
Spruce & Pine	34½	---	84½	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 22.

W. 16. Th. 17. F. 18. Sat. 19. M. 21. Tu. 22.

Baltimore City 6s, 1875	108	---	---	---	---
" " 1886	---	---	---	---	---
" " 1870	104½	105	---	---	---
" " 1890, 109½	110½	---	---	---	110½
Balt. and Ohio	---	113½	---	113	113
" " b'ds, '62	---	---	---	---	---
" " " '67	---	103	---	---	---
" " " '75	---	---	---	---	---
" " " '80	---	103	---	---	---
" " " '85, 108½	---	103	---	---	---
Northern Central	---	---	---	---	---
" " b'ds, '85	101	100	---	---	---
" " " '93	---	---	---	---	---

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

Th. 17. F. 18. Sat. 19. M. 21. Tu. 22. W. 23.

Boston and Lowell	---	---	---	---	---
Boston and Maine	131	130½	130½	130½	---
Boston and Providence	142	---	142	142	---
Boston and Worcester	144½	144½	---	---	144½
Cheshire, pref.	52	---	---	---	52½
Concord	---	62	62	62	62
Connecticut River	---	---	---	---	108
Eastern, Mass.	---	104½	104½	104½	---
Eastern, N. H.	---	---	---	---	---
Fitchburg	---	---	---	---	119
Manchester & Lowell	---	113½	---	---	113
Michigan Central	---	125	---	---	---
Northern, N. H.	---	---	---	---	84
Old Colony and Fall R.	127	---	---	---	---
Ph. Wil. & Baltimore	68½	68½	67½	67½	68
Port'd, Saco & Ports	111	111½	---	---	111
Vermont & Canada	---	112	---	---	---
Vermont & Mass.	---	---	---	---	38½
Western	162	162	---	---	162
Broadway (Horse)	---	---	---	---	---
Cambridge	103½	103	---	---	---
Metropolitan	---	50½	---	---	---
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Franklin	---	50½	48½	---	49
Isle Royale	---	18½	18½	18	18
National	---	---	---	---	---
Minnesota	---	---	28½	28½	28½
Pewabic	---	65½	65	---	64½
Pittsburg	---	---	---	---	---
Quincy	95	95	95	95	95
Rockland	---	---	---	---	---

## London Stock Exchange.

The following were the closing prices for American Securities on the 10th of November:

Maryland 5s	65	to	68
United States 6s, 1881	41	"	42
Do. 5s, 1874	48	"	50
Virginia State 5s	45	"	48
Do. 6 per cent.	26	"	28
Atlantic and Great Western	---	---	---
N. Y. sec. 1st mort., 1880, 7 per cent.	69	"	71
Do. 2d mort., 1881	64	"	68
Pennsylvania, 1st mort., 1877	69	"	71
Do. 2d mort., 1882	65	"	67
Erie shares, \$100 (all paid)	39	"	41
Do. 7s, preference	40	"	42
Do. 7s, 1st mort., 1887	55	"	60
Do. 7s, 2d mort., 1879	55	"	60
Do. 7s, 3d mort., 1883	48	"	58
Do. 7s, 4th mort.	48	"	52
Do. 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. \$100 shares, \$90 paid, dis.	42	"	42
Do. do. \$100 shares, all paid	61½	"	62½
Marquette and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do. '82, x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. \$100 shares	---	---	---
New York Central 6s, S. F., 1883	63	"	65
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. \$100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	100	"	102
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. \$50 shares	25	"	30
Philadelphia and Reading, \$50 shares	80	"	85

## American Railroad Journal.

Saturday, November 26, 1864.

## Stock Exchange and Money Market.

The rapid and evident fluctuations in the gold market have been the subject of much comment. The fall continued the whole week preceding our last issue, and the quotations were as low as 117. On Tuesday there was a slight reaction which was attributed to a demand for exportation on Wednesday. Upwards of a million was said to be engaged for the steamer of that day, the result of the engagements of the house of Rothschilds with the Bank of France, which has lately been supplied according to our advices with the sum of ten millions from that source.

No matter how much gold is shipped to London and Liverpool from the United States, it cannot be retained there, but is almost immediately re-shipped to the Continent or to Asia. If England could

keep all the gold we have remitted her the last few years, it would gild the roofs of all the houses in England, but it cannot be retained, and its departure to distant Countries keeps her in a continual turmoil. Our advices also announce that the Bank of England has relaxed its high rate of interest, having made an abatement of one per cent. Out of Threadneedle street, the rate keeps up pretty steadily.

The rumors which have prevailed with regard to a heavy movement on Richmond, foreshadowed by the clustering of our iron fleet at the mouth of the Dutch Gap Canal, the visit of Gen. Grant to his family as if in anticipation of a contest where his own life must again be exposed, and the advance of Gen. Sherman into the heart of the enemy's country are likely to produce their effect on the market in a few days.

Besides as each transaction in gold costs the parties ½ per cent. for brokerage, and the interest from day to day, a heavy bonus being generally exacted by the lender, it becomes constantly a more difficult affair to contend for a rise against a falling market. We have the opinion of some of the most intelligent Brokers in the street, who are not at all speculators for their own account that the present rates cannot be sustained, and that it is the short contracts which cause these temporary reactions from a fall. Besides the Bull party is reported to be in a state of disorganization.

Railway shares are not much sought for. There has been a slight advance and a small decline in several. One cause of this inactivity on the part of capitalists is the expectation, that from the numbers of accidents happening all over the Country on the railways, they will require large outlays on the superstructure.

Railway bonds and state securities remain very quiet. On these all, the interest is regularly paid, and as investments they have unquestionably proved to be stable, and out of the reach of speculation. The statement of the associated Banks for the previous week show an

Increase in deposits	\$4,771,001
" loans	1,547,838
Decrease in specie	1,052,168
" circulation	35,000

Money is called easy, but from 8 to 12 per cent. is readily paid for the discount of first class paper. The Bank of Commerce one of our most intelligently managed institutions has finally determined by a vote of its Board of Directors to accept a National organization. Its capital is ten millions of dollars, and its influence in favor of the system it has adopted will be very large.

Government stocks continue to be firm. The impression is that no more gold paying securities are to be offered to the public. This strengthens the present securities of that character. The 5-20 bonds are in demand, and the 6s of 1881 have been sold at 110½. Exchange is not very active and brings about par in gold. Our imports are much smaller than they have been under the impression, that the fall of gold would prevent the realization of much profit, if any, on goods bought at the present premium. At the same time our exports are much larger than they have been at the same period the last year. This state of things is decidedly advantageous to the country.

A speculation with regard to the movements of Gen. Sherman is just now indulged in by some

shrewd operators. It is to the following effect.

The presence of a large Union force under this accomplished officer in the heart of Georgia will give the opportunity to Gov. Brown of that State, and to Mr. Stephens the reluctant Vice President of the Confederacy, now while the Georgia legislature is in session, to bring about a repeal of the ordinance of secession, and to procure the reentry of the State into the Union. They will be safe in doing this under the protection of the Union forces. Savannah will then be opened to trade, and cotton will come into market in large quantities. The effect of this will be to break down the gold market with a terrible crash, and to take from the rebels their last hope of success.

At no period of the war has there been more unanimity of purpose in the 25 loyal States than at this moment. Party asperity if still maintained in any quarter lurks in the bosom of a very few men, whose influence is much shorn of its power by the course of events. All are agreed that the Union must and shall be restored, and those Southern States which come back earliest will be the most welcome.

Our trade and commerce will then revive and maintain a stable footing, and our relations with foreign countries, will probably have a more peaceful character than ever. This will ensure long years of financial prosperity. The public debt large as it is, may be safely set down as not likely to press upon the people with any great weight in the course of another decade, while the Government securities will be as capital of the country on which very large transactions may be safely based.

In connection with this future, we are happy to state that Mr. Dennison, the new Postmaster General, is turning his attention to the subject of using our surplus wooden steamers of war for the purpose of carrying mails and some kinds of freight, in order to revive our foreign commerce. There are no less than twenty-seven of these vessels of various burthens, as reported by the Secretary of the Navy, well adapted to this service. He furnished the last Congress with their names, and tonnage, and stated the amount of coal necessary to propel them, and the number of seamen sufficient to work them.

It has been shown in this JOURNAL where they could be best employed, what mail lines would be of the most immediate consequences, and what the result would be both to the navy, the post-office, and the merchants engaged in foreign trade. It is to be hoped that Mr. Dennison will take hold of this matter, and propose a system which will receive the sanction of Congress at its next session. What is to be done with our immense fleet when the war is over, or even before, if Wilmington and Savannah fall, would be a puzzle but for the suggestion of employing them in this business. Their employment in the manner suggested would change the whole face of our present commercial relations with foreign countries.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending November 19, was \$1,461,315, against \$2,609,950 in 1863, and \$1,503,846 in 1862.

The exports from New York for the week ending November 21, were \$1,845,104, against \$2,809,288 in 1863, and \$3,051,191 in 1862. The shipments of

specie since January 1, have been \$42,499,017. The exports since January 1, have been \$193,394,728 against \$153,633,555, in 1863, an increase of \$40,161,371. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to November 19, was \$62,505,272.

The value of foreign goods imported into the port of Boston for the week ending November 18, was \$533,091, against \$632,445 for the corresponding week in 1863. The exports were \$325,771 against \$247,216 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at \$143,625.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Long Island R. R., 97; Hartford and New Haven, 220; Central New Jersey R. R., 170; Michigan War Loan, 100; Georgia 6s, 65; Kentucky 6s, 100; North Carolina 6s, 60; New York State 5s, 1874, 106; Sixth Avenue R. R., 115; Brooklyn 6s, Water Loan, 114; Mariposa 1st mort., 95; Nicaragua Transit, 4; Wyoming Valley Coal, 53; Central Coal, 56; Smith Paramalee Gold, 10; Union Bank, 110; Bank of Commerce, 107; Am. Ex. Bank, 117½; Continental Bank, 98; Central National Bank, 110; 4th National Bank, 95; Bank of America, 137; Merchants Ex. Bank, 98½; Shoe and Leather Bank, 100; Phoenix Bank, 103; National Bank, 106½.

*Philadelphia.*—Allegheny Co. coupon 5s, 79; Reading mort. bonds, 105; Union Canal Int. bonds, 15; New Creek bonds, 35; Cleveland and Mahoning mort. 7s, 107; Huntingdon and Broad Top 7s, 100½; North Penna. scrip, 86; Chester Valley 7s, 49; West Chester 7s, 105; Phila. and Trenton R. R., 145; Ridge Avenue R. R., 15; 5th and 6th streets, 56; Union Canal, 1½; Densmore Oil, 7½; Aetna, 2¼; Hughes, 2; Blue Creek, 4; Dunkard, 2½; Howe's Eddy, 1¼; Olmsted, 3; Schuylkill and Oil Creek, 3; Pope Farm, 1; Hibbard, 3½; Cherry Run, 22; Walnut Island, 3¼; Oil Creek, 8½; Excelsior, 1½; Curtin, 15¾; St. Nicholas, 4¾; Continental, 3¼; Bruner, 2¼; Mineral, 3; Dalzell, 9¼; Phila. and Oil Creek, 1¼; McClintock, 5½; McElheny, 6; Hyde Farm, 6; Hoge Island, 7½; Upper Economy, 7½; Noble and Delamater, 8½; Globe, 1½; Union Petroleum, 2¼; Story Farm, 27½; Perry, 4; Corn Pl., 7¾; Big Tank, 2½; Seneca, 4½; Petroleum Central, 3½; Eldorado, 2¼; Caldwell, 5½; Irwin, 8½; Organic, 1¼; Egbert, 4½; Beacon, 1½; Tarr Homestead, 6½; Bull Creek, 4¼; Germania, 13½; Honey Brook, 6¼; Rock, 4¾; Fulton Coal, 7½; Green Mt., 4; Clinton Coal, 1½; Big Mt. Coal, 5½; Locust Mt., 50; Shamokin, 14; Buck Mt. 6; Monocacy Iron, 10¼; Amygdaloid Mining Co., 30; Penn Mining, 22; Keystone Zinc, 2; Manuf. and Mech. Bank, 31; City Bank, 57; Kensington Bank, 90; Girard Bank, 50; Mechanics' Bank, 30½; Farmers' and Mech. Bank, 140; Bank of North America, 175; Consolidation Bank, 40; Philadelphia Bank, 160. The latest quotations are: City 6s, 100¼@100¾; do., new, 101¼@102; State 5s, 94¼@94½; do., coupon, 95½@96¼; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 67¼; Reading, 68½@68¾; do., 6s, 1870, 102@102¾; do., 1886, 138@138; Camden and Amboy, 152@152¼; Pennsylvania R.R.,

66@67¼; do., 1st mort., 111@115; do., 2d mort., 108@108½; Little Schuylkill R. R., 45¼@45½; Morris Canal, 99@99¼; do., pref., 133@140; do., bonds, 104@105; Wyoming Valley Canal, 78@80; do., 6s, 95@100; Susquehanna Canal, 14¼@14½; do., 6s, 60@61; Sch. Nav., 33@33¼; do., pref., 39¼@39¾; do., 6s, 1882, 88@89; Union Canal bonds, 18½@19½; Delaware Div. Canal, 36¼@38; do., bonds, 95@97; Elmira and Williamsport, 38@35; do., pref., 51@52; do., 7s, 1873, 105@108; do., Chattle 10s, 76@78; Beaver Meadow, 75@87; Long Island R. R., 47@48½; Lehigh Coal and Navigation, 76@76½; North Pennsylvania, 30@32; do., 6s, 100@100; do., 10s, 114@116; Philadelphia and Erie, 30@31; do., 6s, 105@106; Minehill, 59@60; Catawissa, 16@19; do., pref. 39@39½; Lehigh Valley, 81¼@81½; do., bonds, 104@103½; Fifth and Sixth streets, (horse,) 55@60; Second and Third, 69¾@70; Race and Vine, 10@12; West Philadelphia, 66@70; Spruce and Pine, 34¾@35; Green and Coates, 28@28½; Chestnut and Walnut, 46@48; Arch, 15@15½; Thirteenth and Fifteenth, 26½@30; Girard College, 25@26½; Tenth and Eleventh, 49@50; Norristown, 59¾@60.

*Boston.*—Boston and New York Air Line 6s, 52; Northern (Ogdensburg) 1st mort., 99; do., 2d mort., 27; Rutland and Burlington 1st mort., 68; Boston, Hartford and Erie 7s, 95; Vermont Central 1st mort., 81; do., 2d mort., 22; Boston and Lowell 6s, 103; Eastern R. R. 6s, 103; Conn. and Pas. Riv. R. R., 67; Taunton Branch R. R., 116; Massachusetts 5s, 1894, 115; Vermont 6s, 1871, 99¼; Maine 6s, 1883, 99; Rhode Island 6s, 1882, 99; Boston 5s, 1880, 115; Portland 6s, 1871, 100; Albany 6s, 1871, (Western R. R.) 104¼; Boston Water Power Co., 28¾; Essex Co., 98; Union S. S. Co., 135½; Tyson Iron Co., 9¼; Mammeth Vein Coal, 42; Gilberton Coal, 75¾; Atlas Bank, 101; Market Bank, 97; Webster Bank, 104; Tremont Bank, 114; Merchants' Bank, 100; Boston Bank, 71¼; Continental Bank, 100; New England Bank, 122¼; Bank of Commerce, 105¾; Lynn Mechanics' Bank, 118¾; National Hide and Leather Bank, 113; Exchange Bank, 128; National Bank of the Republic, 100¼; Mt. Vernon Bank, 99; Albany and Boston Mining Co., 26; Bay State, 23; Bedford, 67½c.; Boston, 3¾; Black River, 18c.; Copper Falls, 27¼; Canada, 1¾; Durham, 30c.; Eagle River, 5; Franklin, 48; Great Basin Oil, 3¼; Great Western, 13½; Hancock, 10; Hanover, 3½; Humbolt, 9½; Huron, 41¼; Manhattan, 6½; Macomb Lead, 2; Mesnard, 7½; Madison, 4¼; Ottawa, 86c.; Pontiac, 4; South Side, 3½; Star, 7½; Superior, 8; Winthrop, 4¼; West Minnesota, 2½; Wickham, 55c.

*Baltimore.*—Northwestern Virginia 1st mort., 108; Marietta and Cincinnati bonds, 98¾; George's Creek, 127½; Bare Hill, 3.25; Laurel Cannel Coal, 5.75; Mineral Hill, 2; Santa Clara, 26½; Maryland Copper, 0.90; Atlantic Coal, 1.45; Lake Chrome, 0.50; Md. Anthracite Coal, 50½; Am. Gas Coal, 2.45; Penn Oil, 0.90; Virginia Coal and Iron, 3.75. The latest quotations are: Balt. and Ohio, 112½@113; do., 6s, 1867, 102@102; do., 1875, 108@110; do., 1880, 108@109; do., 1885, 108@109½; Northern Central, 52@53½; do., bonds, 1885, 98½@100; N. W. Va., 10@12; do., 1st mort., 107@108; do., 2d mort., 102@105; do., 3d mort., 28@35; do., guar., 100@112; Marietta



and Cincinnati 7s, 1891, 98½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 86@90; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 105@105; do., 1873, 109@110; do., 1875, 107@109; do., 1886, 109@109¾; do., 1890, 110@110½; do., coupon, 109@109½; do., 5s, 1838-'70, 90@95; City Passenger R. R., 17½@19; Canton Co., 32@34; Gardner, 0.60@0.85; Gas Coal, 2.40@2.50; Maryland, 0.80@0.85; North State, 15@20; Springfield, 1.50@1.60; George's Creek, 125½@129; Santa Clara, 26¼@26½; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.50@1.60; Bare Hill, 3.30@3.35; Atlantic Coal, 1.40@1.50; Mineral Hill, 2.00@2.05; Baltimore Coal, 100.

#### The Adirondac Railroad.

A reference to our advertising columns will show the nature of the securities which the Adirondac Company is offering for sale.

We have before given to the great enterprise undertaken by this company, such notice as its magnitude deserved. Penetrating, as the railroad does, that region of vast mineral wealth embracing the northeastern portion of the State of New York, it creates for itself as it progresses, a business in travel and freights, which alone would make a respectable basis for profits; but with its completion to the St. Lawrence River, it becomes a much needed avenue to Middle Canada, and will of necessity divert over itself the business now seeking New York and Boston by circuitous and more expensive routes. With the opening of the Hoosac Tunnel, it will in fact become the great thoroughfare between the latter city and the whole Northwest.

But the security of the bonds now offered in the market, does not depend alone upon the public business of the road, ample as that will be. The Adirondac Company owns immense tracts of the rich mineral and timbered lands through which the road passes; including the great McIntyre Estate and the excellent mining works constructed by the previous owners in anticipation of this road, (which was to make their operation the source of princely revenues,) and the failure to build which, at that time, compelled the abandonment of their use, and ultimately forced their sacrifice. These works, the company will operate as soon as the road is sufficiently advanced; and owning as they do, the mines, unequalled in quality, the forests for fuel, and the road for transportation, it is not difficult to predict the nature of the profits they will produce.

It is very seldom that the public is offered a seven per cent. bond thus secured; and we have no hesitation in recommending it as an investment of the very first class.

The California Circuit Court has confirmed the claim of San Francisco to four square leagues of land, embracing the site of the city and immediate adjacent territory. As every land owner derives title from the city, this decision renders them so far secure in their ownership. The case is appealed to the United States Supreme Court.

The total amount of National Bank currency issued to date is \$62,350,390. The whole number of banks is now 568.

We learn from the *U. S. R. and Mining Register* that the Philadelphia and Reading Railroad Company's Coal Pier at New Castle will be in readiness for use during the first week in December. This pier is for the accommodation of the winter coal trade, when the suspension of navigation on the Delaware and Raritan Canal closes the up river route to New York, leaving the down river or sea route the only open way to the Eastern markets. Hence, hereafter, in winter, if ice in the Delaware renders approach to the Richmond piers difficult to sea colliers, the Philadelphia and Reading Railroad Company's trains will continue down along the Delaware via Chester and Wilmington to New Castle, there to unload into sea colliers 36 miles below Richmond. This arrangement will give the Philadelphia and Reading Railroad a navigation programme available in all months of the year, and will add to its unequalled and unexampled efficiency to handle anthracite coal.

#### Central Pacific Railroad.

A California paper states that large contracts have been entered into to furnish provisions to the laborers on the Central Pacific Railroad, and that preparations are being made to put a very large additional force of men on the work.

#### St. Stephen Branch Railway.

The *St. Croix Herald* says: "A call has been made for the first instalment of ten per cent. upon the subscriptions to the stock of the St. Stephen Branch Railway. It is proposed to put the portion between Moore's Mills and the St. Andrews road, under contract immediately. Proposals are invited for the grading of the road between these points. Specifications, and all needed information can be obtained at the office of the company in St. Stephen."

#### Connellsville and Southern Penn. R. R.

This road will connect with the Huntingdon and Broad Top Railroad, at its terminus at Mount Dallas, 6½ miles east of Bedford; and a part of its plan is, we believe, to form a connection with the Western Maryland Railroad, whereby, at the same time a connection will be made with the Cumberland Valley Railroad.

The following gentlemen have been unanimously elected directors of the Pacific Mail Steamship Company for the ensuing year: Messrs. Allan McLane, Howard Potter, Francis Skiddy, Charles A. Davis, William Dennistoun, Leonard W. Jerome, Elisha Riggs, Charles H. Russell, and Moses H. Grinnell.

At a meeting of the directors of the Chicago and Milwaukee Railway Company held on the 2d inst., Mr. George L. Dunlap of Chicago Ill., was elected General Superintendent, and Mr. Charles C. Wheeler, of Milwaukee, Wis., was appointed Superintendent, Mr. S. C. Baldwin having resigned as Superintendent, to take a position upon the Peninsular Railroad of Michigan.

During the month of October 321 boats cleared at Cumberland for Georgetown, carrying 34,749 tons of coal to market, and making a revenue for the canal of \$32,839 19. The total tonnage for the year 1864 to the 1st of November, is 1,841 boats, carrying 201,490 tons of coal.

The Suffolk Bank, Boston, has voted to become a National Bank.

#### Rutland and Burlington Railroad.

We understand that the gross earnings of this road for the year exceed six hundred thousand dollars, and that there will be enough left after meeting all expenses for the payment of two coupons.

#### St. Carmel and Lizard Creek Railroad.

We learn from the *Pottsville Miner's Journal*, that this road is received with great favor by the coal and landed interest, and about \$100,000 worth of the stock is already promised by six land-holders and coal-operators. The object is to get the road under contract this winter, if possible, so as to complete it from Schuylkill Haven to Lizard Creek in the course of the ensuing year.

A new census of Chicago, taken by the comptroller of that city, shows a population of 169,353—an increase of 31,167 since 1862.

We understand that the New London Northern Railroad Company are to build a new bridge two hundred and thirty feet long at Three Rivers.

#### The Great Eastern.—Libel of a Passenger for Salvage.

UNITED STATES DISTRICT COURT—NOV. 12.

Hamilton E. Towle vs. The Steamship Great Eastern.—SHIPMAN, J.—On the 10th of September, 1861, the steamship Great Eastern left Liverpool for New York, with about four hundred passengers and a considerable cargo, together with about four hundred persons as officers and crew, including engineers, firemen, servants, &c. She was, as is well known, the largest ship that ever floated the sea, and was of great value. Her original cost was very large, but owing to her great draft of water and unwieldy proportions, which limited in many directions her general usefulness as an instrument of commercial enterprise, it is difficult to state her exact value at the time the events occurred upon which this suit is founded. But from the evidence before this Court, it is safe to conclude that she was at that time worth more than half a million of dollars. Beyond this, her value is not important for the purposes of this case.

Among her passengers on this voyage was the libellant in this suit.

On Thursday, the 12th of September, two days after the ship left Liverpool, and about two hundred and eighty miles west of Cape Clear, she encountered a heavy storm, which did great damage to, and finally swept away her paddle wheels and several of her boats. Her screw, or propeller, however, remained substantially uninjured, and by this she could make very good headway, when under steam.

During the evening or night of the 12th, she fell off into the trough of the sea, and rolled with such violence as to carry from side to side of the ship all the movable objects on her deck and in her cabins. Much of her furniture was broken up and destroyed, several of her crew and passengers injured, and a great part of the luggage of the latter was drenched and crushed into a mass of worthless rubbish. The immense size of the ship rendered her motions, when rolling in the trough of a heavy sea, much more dangerous and destructive than those of a ship of ordinary dimensions.

During the night it was discovered that her rudder-shaft, which was large, and of wrought iron, had been twisted off below all the points of connection with the steering gear. The ship, therefore, lay helpless in the trough of the sea, rolling heavily with every swell. Her sails were blown away in a subsequent attempt to control her movements by them, and no means were left by which her head could be brought up, and her position on the sea changed. She was as unmanageable as if her rudder had been entirely gone. The only way, therefore, to get any control of the

motions of the ship, was to secure some kind of efficient steering gear by attaching it to the rudder shaft below the point of fracture, and connecting it with the wheel. This was a work of considerable danger, and of great difficulty. It was, however, finally done, and the ship was again got under control, taken out of the trough of the sea, and steered safely back to port. The libellant claims that he devised and executed the plan of this new steering gear, and the means by which it was made available, and that the ship was thus saved from great peril chiefly through his instrumentality. To recover compensation, in the nature of salvage, for this service, he has brought this suit.

Before passing upon the questions of law which have been raised and discussed on this trial, I will state the facts which I hold to be proved by the evidence. In doing this I shall not detail the evidence further than may be necessary to enable me to state my own conclusions:

1. The ship was brought into a condition of great peril by the breaking of her rudder shaft in the afternoon, or during the night, of the 12th. In consequence of this accident she fell off into the trough of the sea and there lay in a helpless condition. The storm was very violent during Thursday night, but began to abate on Friday morning, and had, in the main, ceased on Saturday evening. But the ground swell continued and kept the ship rolling more or less until about 5 o'clock on Sunday evening, when her head was brought up, and she was started on her course. During all this time she lay drifting upon the waves; every attempt to get control of her rudder, or rig other steering apparatus, having failed. It requires no argument and little evidence beyond what the common history of the sea furnishes, to prove, that this immense and unwieldy ship, on the ocean, nearly three hundred miles from land, with eight hundred souls on board, in this disabled and helpless condition, was in great danger and exposed to numerous perils.

2. Between Friday morning and Saturday afternoon the officers of the ship had made repeated attempts to get control of her motions. It is not necessary to detail these experiments. It is sufficient to say that they all proved fruitless. Finally the chief engineer commenced unscrewing a large nut on the rudder shaft. This nut was on that part of the shaft which was below the upper deck, and in an apartment on the deck below at the stern of the ship. This apartment has been termed, in this case, the steerage deck. The rudder shaft passed up through it. On the shaft within this steerage deck was the frustum of a ribbed iron cone, through the centre of which the shaft passed. The base of this cone rested on iron balls, the balls running in a circular groove sunk in an iron plate fastened to the deck, which constituted the floor of the apartment. The cone was fastened to the shaft firmly by appropriate means, so that they revolved together, as if one piece of iron. On the rudder shaft, at the top of the cone was a large nut, the one already referred to, which was screwed down firmly on the head of the cone. This nut it will thus be seen, kept the cone down to its proper position so that the base was made to traverse on the balls, and the cone and nut formed, together, a head or collar which contributed to support the weight of the rudder and shaft. The rudder shaft had broken off at or near the top of this nut. The last attempted experiment of the chief engineer was to unscrew this nut, with the design to secure, if possible, a tiller upon the end of the broken shaft, and thus, with the aid of the wheel in the steerage deck, to steer the ship. He had partly unscrewed the nut, though it was a work of considerable difficulty, as the nut and shaft turned by every blow of the sea on the rudder blade, when the libellant learned the fact. The latter regarded the nut as a very important means of supporting the rudder and the shaft, and looked upon its removal with alarm, on the ground that if this support were removed, it might lead to a total loss of the rudder. He communicated his fears to the Captain of the ship, and the engineer was ordered

to desist. It is impossible to tell what would have been the result of this experiment had it been carried out, although by unscrewing the nut an inch the rudder fell half that distance; but it appears from the testimony of one of the witnesses that the engineer did not expect to be able to fit the tiller to the end of the broken shaft under three or four days. The Captain seemed now to have lost confidence in the chief engineer's ability to restore the control of the rudder. His own efforts had failed. Attempts had been made to secure control by winding chains round the cone on the shaft and connecting them with tackles fixed to the ship's sides, to be worked by men at each end. This failed. A spar was rigged over the stern of the ship as a temporary means of steering, and that also failed. Sails had been hoisted to change her position, but had been blown to pieces. It is evident, from the testimony, that after the captain had arrested the unscrewing of the nut, both he and his officers had exhausted their expedients for getting control of the rudder so as to steer the ship, and bring her up out of the trough of the swell. The situation of the ship and the persons on board of her, was now such as might well alarm the most accomplished and intrepid navigator, and lead him to welcome any aid which gave any hope of relief, especially when it proposed no experiments which could involve the ship in new dangers.

3. The libellant is a civil and mechanical engineer, regularly educated for his profession, and, prior to taking passage in this ship, had had considerable experience in responsible stations, both at home and abroad, where high professional skill was required. He had not been an indifferent spectator of such of the various attempts as he had seen made to get the ship under control prior to the commencement of the unscrewing of the nut. He had revolved a plan in his own mind, drawn a sketch of it, had shown it to the chief engineer, who had treated it with rudeness, which is not surprising, when we remember that in every profession men are apt to be impatient of outside interference in times of perplexity and danger. The Captain, however, having exhausted his own expedients and those of his officers, and evidently alarmed for the safety of the ship, decided that the libellant should try his. He put a sufficient number of men at his disposal, and the libellant entered upon his work. He had already matured his plan, and after ascertaining by calculations the necessary strength of the materials which he knew he could use, he felt confident that his plan was secure from danger or failure. He proceeded to the steerage deck with the men detailed to work under his directions. This was about 5 o'clock on Saturday afternoon. There is some conflict in the evidence as to who superintended the operation of screwing the nut back again; but on the whole evidence, I think the weight of it sustains the statement of Mr. Towle himself that he did.

I will not here detail the progress of the libellant's labors. It is sufficient to state that after three hours' labor, he succeeded in screwing the nut back to its place, and having obtained from the forward part of the ship an immense chain, weighing about sixty pounds to the link, which was let down into the steerage deck through a hole cut in the upper deck by his directions, he succeeded in winding round the cone on the rudder shaft a sufficient portion of this chain to constitute a cylinder or drum, and thus secured a leverage obtainable in no other way. The ends of the chain were then extended from the cylinder to two strong posts or bitts which came up through this deck. A turn was taken round each of these bitts, and the ends of the large chain were then connected with tackles fastened to the respective sides of the ship for taking up the slack and easing the strain on her wheel used immediately for steering. Smaller chains connected the wheel with the large chain before described, and the size of the shackles making the connections were arranged so that in the event of a break, it would not occur in the great chain or its lashings, but in the smaller or connecting

chains or shackles. The links of the large chain composing the cylinder were lashed to each other, and to the base of the cone, by smaller chains which were passed through the holes in its base. The alternate links of the large chain, on the inner coil, sank in between the ribs of the cone, and thus tended to prevent slipping and to diminish the strain on the lashings.

The smaller chains connecting with the wheel were fastened to the large chain composing the cylinder and extending to and around the deck bitts, at a point between the bitts and the cylinder, so that, in the event of the breaking of the smaller chains, the rudder would still be held in position by the large chain, as the latter was wound round the bitts by one turn, and the ends secured to tackles fastened to the sides of the ship and manned for the purpose of taking up the slack and easing away, as the rudder shaft was turned one way or the other by the movement of the wheel.

This is a brief and general outline of the plan devised and executed by this libellant for rescuing this ship from her perilous situation. It is difficult to make the description of the arrangement clear without drawings and illustrations addressed to the eye. This arrangement was completed during Saturday night and Sunday, and at 5 o'clock P. M. on Sunday the ship was brought up to the sea and put on her course.

4. The labor of the libellant, both manual and mental, during the execution of his plan was very considerable—so much so as to reduce him at one time to a state of great exhaustion. It was attended with some danger, owing to the size of the chain, and the spanner with which the nut was screwed back. The large chain weighed sixty pounds to the link, and the spanner or wrench weighed one hundred and thirty pounds. The latter was suspended from the upper deck by ropes or chains, and used by holding it to the nut, securing it to the latter by a pin, to prevent it from slipping, and then a blow of the sea on the rudder blade drove round the shaft, and brought the nut down on the thread. As the cone turned with the shaft, the constant swell of the sea kept both in motion, which increased the difficulty of lashing the links of the large chain, and it a more or less dangerous work.

5. While the libellant was engaged in perfecting his plan for steering the ship, Captain Walker, who was in command of the *Great Eastern*, and his officers were also at work in connecting a large chain to the rudder, by passing it round the latter and securing it at the outer edge of the rudder blade by a shackle, and then bringing one end over the larboard and the other over the starboard quarter of the ship, and securing them on deck. The object of this arrangement was also to aid in steering the ship, by manning the ends of the chain on deck, so that the rudder could be moved either way, as either end of the chain might be hauled on. How much this contrivance was used it is difficult to determine exactly, from the evidence. I am satisfied, however, that it was greatly inferior, and subordinate, both in its use and capacities, to that arranged by the libellant in the steerage deck. That the latter was the efficient and principal means by which this great ship, with her valuable cargo and priceless freight of human lives, was saved from a condition of peril, I cannot doubt in view of the evidence. Well might Captain Walker exhibit a lively sense of gratitude toward the libellant, as the evidence discloses that he did, when the success of the latter's plan was demonstrated by trial.

In view of these facts, and the well-settled rules of law applicable to salvage claims, had the libellant fallen in with this ship thus at sea, disabled, and at the mercy of the winds and waves, and had gone from his own vessel on board of her, and rendered these services, I should feel no hesitation in pronouncing him a salvor, and entitled to a liberal reward. It is well said by Dr. Lushington, in the case of the *Charlotte*, (3, Wm. Rob., p. 71,) that "According to the principles which are recognized in this Court, in questions of this description, all services rendered at sea, to a vessel in danger or



distress, are salvage services. It is not necessary, I conceive, that the distress should be actual or immediate, or that the danger should be imminent and absolute; it will be sufficient if, at the time the assistance is rendered, the ship has encountered any damage or misfortune, which might possibly expose her to destruction if the service were not rendered." This doctrine has been repeatedly sanctioned by the Courts of the United States, and very recently by this tribunal. (*Hennessey vs. The Ship Versailles*, 1 Curtis, R., 355; *Williamson vs. The Brig Alphonso*, id., 378; *Winer vs. The Cornelius Grinnell*, MSS.) In the case last cited Mr. Justice Curtis remarks: "It has been strongly urged that both the peril and the service were too slight to bring the case within the technical definition of salvage; but I am not of this opinion. The relief of property from an impending peril of the sea, by the voluntary exertions of those who are under no legal obligation to render assistance, and the consequent ultimate safety of the property, constitute a state of salvage. It may be a case of more or less merit, according to the degree of peril in which the property was, and the danger and difficulty of relieving it. But these circumstances affect the degree of the service, not its nature." The authorities are abundant and decisive on this point. (*The Independence—2 Curtis*, R., 352-353. *The Reward—1 Wm. Rob.*, 174.)

I come now to the consideration of much the most important question in this case, and one upon which the authorities are not very numerous, and, as I view them, not decisive. The claimants insist that, even if the elements of a salvage service were otherwise found in the case, yet the libellant is precluded from salvage compensation on the ground that, during the whole period of peril and of the performance of the service rendered, he was a passenger. The very able argument of the advocate for the claimants proceeds upon the ground that the connection of the libellant with the ship as passenger was not dissolved prior to the performance of the service, and that, as the relation of passenger imposed upon him the duty of aiding in the relief of the ship from the common peril in which he was involved with the rest on board, the law does not recognize him as a salvor. If this point is well taken, it is a complete answer to the libellant's claim for salvage compensation.

The principal cases relied on to support this position are the *Branton*, 2 Haggard, 8 and the *Vrede*, 1 Lushington 322. The report of the case in 2d Hagg is in these words: "This brig, homeward bound, got into distress, and a Lieutenant of the Royal Navy, a passenger on board, contributed his assistance and claimed to be remunerated. Per curiam. Where there is a common danger it is the duty of every one on board the vessel to give all the service he can, and more particularly this is the duty of one whose ordinary pursuits enable him to render most effectual service. No case has been cited where such a claim by a passenger has been established, though a passenger is not bound like a marine to remain on board, but may take the first opportunity of escaping from the ship and saving his own life. I reject the claim."

The facts in the case of the *Vrede*, decided by Dr. Lushington, are reported as follows: "The plaintiffs were twenty emigrant passengers on board the Dutch bark *Vrede*, suing for alleged salvage services to that vessel and her cargo, after she had received damage from a collision."

The collision took place about 5 o'clock A. M., of the 27th of November, 1859, off the South Foreland, and the *Vrede* sustained great damage, and began to make water rapidly. The plaintiffs manned the pumps, and kept working them. At 7 o'clock a steamtug took the vessel in tow. The passengers continued to work the pumps, and about noon the vessel was safely brought into Ramsgate harbor. The petition alleged that the plaintiffs might have left the *Vrede* in the boats, or in the steamtug, but remained on board to work the pumps at the request of the master, and that but for their services the *Vrede* must have foundered, and been lost, with her cargo. The answer

admitted the facts generally, except as to the extent of *Vrede's* danger."

Dr. Lushington, after remarking that although passengers must have often rendered services at sea, yet, except the cases of the *Branton* and the *Salacia*, no claim had ever before been prosecuted in the Admiralty Court for salvage, and that this fact was sufficient to put the Court on its guard against readily allowing the claim, says: "It is true, as the counsel for the plaintiffs have urged to-day, that a pilot or master or ship's crew may sue as salvors in certain circumstances, and so I say that in certain circumstances passengers may also sue as salvors. But it is equally clear that it is only extraordinary circumstances, in the strict sense, which can justify a claim for salvage from persons so related to the ship as the first class of persons I have named. A master cannot be a salvor so long as he is performing his duties as master under his contract; nor can a marine until his contract is at an end; nor can a steamtug under a contract to tow make a title, unless, unforeseen dangers arising, she performs different services from those stipulated for in the original contract. With respect to a passenger, there is no engagement on his part to perform any service, but there is a contract between him and the shipowner, that for a certain money payment the ship shall carry him and his property to the place of destination. To a certain extent, therefore, he is bound up with the ship."

Dr. Lushington then proceeds to comment upon the case of *Newman vs. Walters*, 3 Bosanquet and Pullers R., and to distinguish the one before him from it. He says: "the circumstances are not the same or nearly the same." After considering the case of the *Florence*, 18 Jurist 672, and 20 English L. and Eq. 607, where salvage had been awarded to a mate and seaman for services rendered their own ship, by them, after they had been separated from it, he adds: "That case again is no authority to-day. I say, that in circumstances such as these, passengers could not claim as salvors. Here the passengers were never separated from the ship, and their only service consisted in pumping. They pumped first, as they themselves admit, to save their own lives and property. For such efforts in a time of common danger they were not entitled to salvage, by the authority of the *Branton*. Then the steamer comes up and takes the vessel in tow. I am of opinion that all danger then ceased, whatever danger might have been. The tug and the pilot-cutter were present; the water was smooth and the weather fine, and a harbor at no great distance. The passengers might, if they choose, have left the ship, but they remained on board and continued working at the pumps. I cannot consider the ship to have been in any danger of sinking, and I think I should be furnishing an evil example, if I encouraged suits of this description. I pronounce against the claim of the plaintiffs, but without costs."

It is obvious that the language of Dr. Lushington in this case of the *Vrede* is very guarded. There must have been a reason for this, and it is important to understand the extent to which this decision has carried the law, for I should hesitate long before I should pronounce judgment in conflict with the opinion of this eminent jurist. In order to arrive at a correct conclusion on this point, we must notice the scope of the *Branton* as an authority. The latter case is a very simple one. The report is brief, and all that appears from it is that the libellant, a Lieutenant of the Royal Navy, "contributed his assistance while the vessel in which he was a passenger was in distress." What the nature of that assistance was, or under what particular circumstances it was rendered, does not appear. I conclude that the service rendered was of the ordinary character, and consisted in assisting in working the brig in those ordinary ways well known to seamen. I can draw no other inference from the case, and upon such a state of facts, I think it very clear that any court would have rejected the claim.

In the case of the *Vrede*, the services rendered were also of the ordinary kind, and consisted solely

ly in pumping. I understand it to be a well-known rule that passengers are bound to render all such ordinary aid to the ship when she is in distress. They are bound to man the pumps, the windlass and the ropes, and to assist in working the ship in all ways known to seamen, as far as they may be able. The line of their duty extends, at least, thus far. But the question now before this court is whether there are not extraordinary services which a passenger may render, that extend beyond the line of his duty, and which may entitle him to salvage compensation. That this question is not decided in the negative by the *Branton* or the *Vrede*, I think, clear. It has been strenuously urged on the argument, that no services that a passenger can render to avert a common danger while his relation as passenger continues, can exceed the limit of his duty. This doctrine certainly is not laid down in the *Branton* nor in the *Vrede*; for in the latter case the learned Judge, in the vital part of his opinion, is careful to say, "Here the passengers were never separated from the ship, and their only service consisted in pumping." Surely, if he intended to lay down the rule that the passengers must in all cases be first separated from the ship before they can become salvors, he would have so declared in terms. The point is so sharp and decisive as to admit of no ambiguity in the language of a judicial opinion. I include in the terms separation from the ship, both actual personal disconnection therefrom and a severance of their ordinary relation as passengers, though they may still remain on the vessel.

That there has been, for a long time a general impression, that a passenger may become a salvor by rendering extraordinary services on board of his own ship, the language of decided cases and text writers abundantly shows. I am aware that this impression can, in many instances be traced to the influence of *Newman vs. Walters*, but I think it equally true that it has derived strength from sound principles. In the case of *Newman vs. Walters*, the ship had struck on a shoal, and the captain and part of the crew had deserted her. The plaintiff took command of her and brought her safe into port. The jury gave him a verdict, and on a motion for a new trial Lord Alvanly, Ch. J., remarks: "Without entering into the distinctions respecting the duties incumbent on a passenger in particular cases, I think that if he goes beyond those duties he is entitled to a reward in the same manner as any other person. In this case the plaintiff did not act as a passenger when he took upon himself the direction of the ship; he did more than was required of him in that situation; and having saved the ship by his exertions, is entitled to retain his verdict in this action." Language substantially like this is used in various decided cases and by text writers. In several instances the doctrine is discussed and applied to cases where the capacity of a pilot to become a salvor was in question, but this strengthens the principle when applied to passengers. (*Hope and others vs. The brig Dido*, 2 Paine C. C. Rep. 243. *Leu vs. The ship Alexander*, id. 470, 471. *Hobart vs. Drohan*, 10 Pet. Rep. 108. *Abbott on shipping*, p. 560; note 1 of *Story and Perkins, Marvian on Wrecks and Salvage*, sections 140 and 149; *Le Tigre*, 3 Wash. C. C. R., 567.) The learned author of *Marvin on Wreck and Salvage*, p. 160, remarks: "It is agreed, too, that seamen may, while their legal connection with the ship still subsists, earn salvage for services rendered to ship or cargo, exceeding the line of their duty. But there is a great difficulty in defining that line, and determining what services are within and what beyond it. No such determination can be made beforehand, and each case must be determined by its circumstances." In the *Neptune* Lord Stowell says: "I will not say that in the infinite range of possible events that may happen in the intercourse of men, circumstances might not present themselves that might induce the court to open itself to their claim of a *persona standi in judicio*."

The authorities cited show that officers and crew, pilots and passengers may all become sal-



vors when they perform services to the ship in distress, beyond the line of their duty. The duties of passengers are much more circumscribed than those of sailors or pilots; and it would seem that all the law imposes upon them is to assist in the ordinary manual labor of working and pumping the ship, under the direction of those in command of her. If they assume extraordinary responsibilities, and devise original and independent means by which the ship is saved, after her officers have proved themselves powerless, I see no reason, and know of no authority that can prohibit them from being considered as salvors. I think it follows, from the principles laid down by the authorities.

1. That a passenger on board a ship can render salvage service to that ship when in distress at sea.

2. That in order to do this he need not be first personally disconnected from the ship; but,

3. That these services, in order to constitute him a salvor, must be of an extraordinary character and beyond the line of his duty, and not mere ordinary services, such as pumping and aiding in the working ship by usual and well-known means.

That the services of the libellant in the present case were of an unusual character cannot be denied. After the officers of the ship had exhausted their means of getting control of the rudder, he devised, and with the aid of a large number of men put under his directions by the Captain, executed a plan which, in the judgment of this court, was the efficient means of rescuing this great vessel from peril. The whole work of accomplishing this result was intrusted to him and to his directions. It is said that he got his main idea of the plan he carried out, from witnessing an experiment of the engineer, which I doubt, still the effort of that officer had entirely failed, and was an abandoned experiment. The merit of the libellant in overcoming the obstacles which had proved insurmountable to the engineer, is, in my judgment, enhanced rather than diminished by the unsuccessful effort of the latter. That the service rendered by the libellant was a very difficult one, is proved by the fact that the able and experienced officers of this ship had failed to accomplish the result which he finally secured. They had spent two days of fruitless effort, though stimulated by motives as powerful as can be addressed to the minds of men. It required no little moral courage for this libellant to interpose to arrest the unscrewing of the nut on the rudder shaft, and then assume the responsibility of a new and different experiment, which would consume precious time, and might thus produce appalling consequences. Had he failed, the consequences to him would have been injurious and humiliating. The whole circumstances of the case are so extraordinary as to leave no doubt in my mind that the services which he performed were wholly beyond his duty as a passenger, and therefore entitle him to salvage compensation.

In fixing the amount of compensation, it must be considered that, though the service was one of conspicuous merit, and the amount of property saved large, yet the personal danger encountered by the libellant was not very great; and the only things contributed by him were personal skill and labor. He supplied no materials and risked no property, though his labors were protracted and exhausting. On the other hand, he rescued the ship from great peril by his own ingenuity, courage and skill. That the peril of the ship was great, and her position critical in the judgment of her Commander, is evident from the fact that he intrusted to this stranger a work, upon the success of which her salvation depended, and which for nearly two days had utterly baffled him and his engineers. This case is so novel a one, in all its leading features, that little light can be derived from precedents, to guide me in fixing the amount to be awarded; but I have concluded, on the whole, to allow fifteen thousand dollars. Let a decree be entered for the libellant for that amount with costs.

For libellant, Mr. G. T. Curtis and Mr. Hall; for claimants, Messrs. Evans, Southmayd and Choate.

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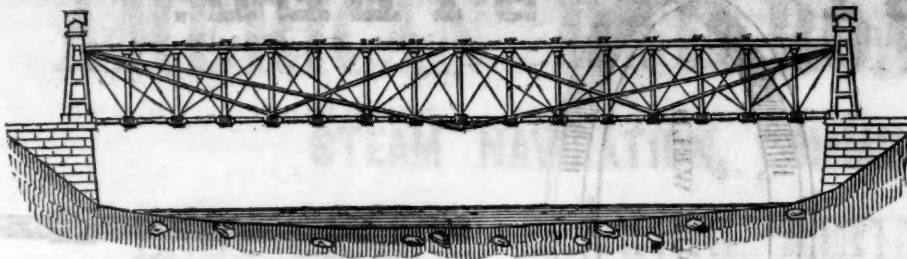
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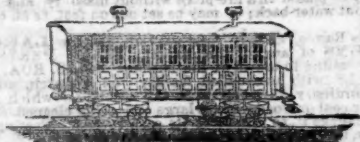
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JOHN C. GOODRIDGE, Secretary.

TRANSFER OFFICE OF THE CHICAGO AND NORTH WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, NOV. 14, 1884.

A SEMI-ANNUAL DIVIDEND of three and one-half (3½) per cent., has this day been declared upon the Preferred Stock of this Company, payable (less the Government tax) at this office, on and after the 1st of December next, to the holders of said stock, as shown by the company's books at the close of business on the 26th inst., at which time the transfer books for the preferred stock will be closed, to be reopened on the 1st of December.

4t-47

JAMES R. YOUNG, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, NOV. 9, 1884.

THE ANNUAL ELECTION for DIRECTORS of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the fourteenth,) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

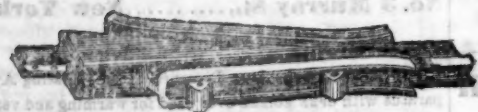
By order of the Board of Directors, ROBERT L. BANKS, Secretary.

5t-46

## WANTED

A gentleman with a capital of \$25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, at box 2397 N. Y. O., New Haven, Ct.

# CAST STEEL.



MANUFACTURED BY

**NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.**
**CAST STEEL TYRES WITHOUT WELD.**
**Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.**

**STEEL CROSSINGS** have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

**THE "VICKERS" TYRES** are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any iron tyre without being turned, and for this reason are cheaper than iron tyres (trees of cost). 2. Their Safety: being without a weld they are not liable to break, and steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

**STEEL AXLES** will be found economical, because they may with safety be made much lighter than those of iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to gradual wear from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to

**NAYLOR & CO.,**
**421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.**
**10 PINE STREET, NEW YORK,**  
 SEPT. 20, 1894.

**TO THE PUBLIC.**—We invite your attention to a projected enterprise in the production of Petroleum capitalists and business men have already interested themselves in it, and in the fullest manner endorse the value of the property, and vouch for its present enormous production. We are satisfied no project has been offered to the public which offers so large immediate returns on the investment with a prospective increase almost incalculable. To all who, in these troublous times, are in doubt what species of investment are safe in any contingency and reliable as dividend paying, this enterprise is in the strongest manner commended. Full information in regard to the matter will be cheerfully furnished, and of the parties already interested on application to us.

**WED. W. CLARKE & CO**


## SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

### TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y.  
 This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1893, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

**J. M. HEBARD, Supply Agent.**

UNION FERRY COMPANY.  
 The Mammoth Heaters have been used by this Company in their waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here before used.

**CYRUS P. SMITH, Managing Director.**
**MANUFACTURED AND SOLD BY**  
**SANFORD, TRUSLOW & CO.,**
**No. 239 and 241 Water street, New York.**


## Sanford's CHALLENGE HEATERS SET IN BRICK, PORTABLE

OR AS

## FIRE PLACE HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR  
 Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,  
 WITH AND WITHOUT REGISTERS.  
 THE MOST POWERFUL HEATERS

AND THE

**Greatest Fuel Savers in the World:**

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

**SANFORD, TRUSLOW & CO.,**  
 Nos. 239 and 241 Water st., N. Y.

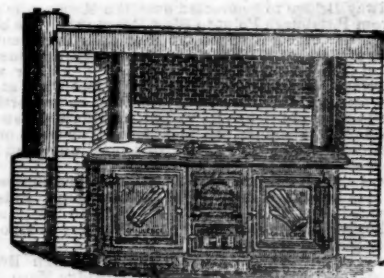
## The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the LEADING STOVE for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired. Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

**SANFORD, TRUSLOW & CO.,**  
 Nos. 239 and 241 Water st., N. Y.


## SANFORD'S



## Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the LARGEST OVENS of any in the market; BAKES PERFECTLY, never falling to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary ECONOMY OF FUEL, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

## Beacon Light SUMMER AND WINTER PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.  
**SANFORD, TRUSLOW & CO.,**  
 Nos. 239 and 241 Water st., N. Y.

